

BRITAIN'S BEST SELLING AIRCRAFT MODELLING MAGAZINE!

Volume 2 Issue 1 January 1996 £1.95

Scale AVIATION Modeller

K1-61 Scale Plans
by *Richard Caruana*

**EMPEROR'S
WINGS**
PART 2
The K1-84 kit by
Peter Fearis



"Old Hog-Nose"

David Batt Details
The AR11 F4U Corsair



VOLUME 1 INDEX INSIDE



22 PAGES OF NEWS & REVIEWS • MODELS • ACCESSORIES • DECALS

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EDITORIAL

Well as most of you read this edition of *Scale Aviation Modeller*, 1995 should be drawing to a close and 1996 should be just around the corner. The first year of this magazine has not been an easy one. As a contributor and more recently the editor of the title, there have been many ups and downs. The title had its biggest blow right at the beginning with the death of the editor-to-be, Mike Keep. It may be a year since his untimely death but the modelling world still mourns his loss. Sue Bushell stepped valiantly into the gap and brought the title into existence and then saw it through the next seven editions. I would like to take the opportunity to thank Sue personally for all the help and assistance she has given to me. I would also like to thanks

all those companies who have been with us since the start and are still with us to this day, our thanks goes to you all and we look forward to your continued support.

In the coming year this title will grow and one of the most important things to do, as far as we are concerned, is to improve the quality of the title, not just the content but the accurate reproduction of such work.

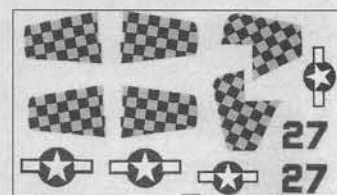
I hope that all of our readers worldwide have had a very merry Christmas and I wish you all a peaceful New Year.

Richard A. Franks
Editor

Please Note: This is the 1st issue of volume 2, volume 1 being 1 issue 'short' (no October issue, due to change of publisher to DMZee Marketing Ltd). We are now back in sync with month starting January 1996. This does not affect subscriptions.

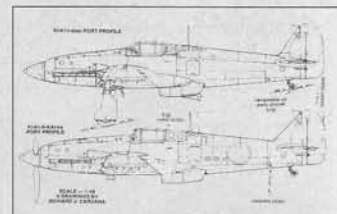
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As we all await the news from the Toy Fair in early 1996 a few bits and pieces have filtered through to us at *Scale Aviation Modeller* with regard to what may be available in the early part of the New Year.

Accurate Miniatures

Confirmed is the news that this company will be releasing seven 1/48th scale kits in 1996. These will be on top of the Stormoviks and Dauntlesses.

First will be the range of two



Grumman bi-plane fighters; the F3F-1 and F3F-2. The kits will contain a complete P&W engine, cockpit interior and the F3F-1 will have markings for a VF-3 machine while the F3F-2 will be in the colours of VMF-2.

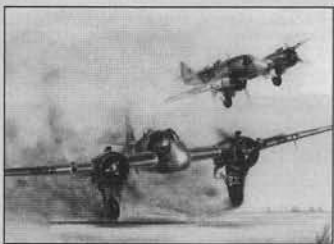


The best news though are the series of Beaufighters. First will be the NF Mk 1 and this will come with complete engines, recessed panel lines, weighted and un-weighted main wheels and a complete interior. The markings in this kit will be for a 219 Squadron machine. This will be followed by the Mk IVc anti-shiping variant and this will once again have all the features of the Mk 1



as well as detail in the gunners position. The machine will be finished in the colours of a 272 Squadron machine operating from Malta. The final kit of this series will be the TFX torpedo bomber. This version will include rockets, launch rails, torpedo and a detailed rear gunners position complete with Browning machine gun. The markings for this machine will be of a 236 Squadron machine operating over the English Channel in 1944.

Completing the Mustang series will be all-new kits of the P-51B and P-51C variants. With the news that Tamiya intends to also do a B series P-51 (See TAMIYA) you will be spoilt for choice and quality as far as this aircraft goes. The B from Accurate Miniatures will feature recessed panel lines and weighted and un-weighted tyres. The C variant will feature the modified vertical tail and dorsal fin of the late series C. The kit will also have recessed pane lines, both tyre options, a Malcolm Hood and optional exhaust



stacks. The colour option in this kit will be for a machine operated by the 530th Fighter Squadron, 311th Fighter Group in China in 1945.

Aeromaster

With effect from the 7th December 1995 all of the AeroMaster range will be imported by Hannants of Lowestoft. Both AeroMaster decals and "Warbird Color" paints will be dealt with by them as well as all of Kendall Model Corporations products, as AeroMaster act as a worldwide distributor for that range.

Hannants

As the above shows this Lowestoft based company now has the sole UK distribution of all AeroMaster products. Hannants have informed us that this deal will also include them covering Germany and Scandinavia. Supplies of the "Warbird Color" range will be with them by January and the new range of acrylic paints should be available in March.

Dragon

This manufacturer has been busy in the latter stages of 1995 with mainly armour releases. The new 1/72nd scale Kawasaki Ki-61-I Hei was very nice, and although the UK price seems a little unsettled, as I have seen it priced at between £8.99 and £9.99, the quality of the model cannot be faulted. My only criticism would be that with a kit costing nearly £10.00 I would have hoped for the option of both a one piece and a three piece canopy. The kit has some nice decals for a JAAF aircraft and something a little different in the form of a Chinese AF machine.

Another year has passed without the release of the promised Ta 154 or the rumoured Ju-88, but maybe next year! The only new kit so far listed for release by Dragon is a 1/72nd scale F4F-4 Wildcat. The UK price has been quoted as below £10.00 from some sources but as the ki-61 cost £9.99 in the UK and \$14.98 in the USA I cannot see the Wildcat being that cheap as the US price is currently quoted at \$23.98. Hang on to your hats as I think the UK price of this kit may well be as much as £17.99! However I look forward to seeing what sort of quality and detail the kit has to offer as the information I have on it is that it has the ability to be built with the wings folded and it will come with a carrier deck section.

For 1996 I can only hope that we will see a few more aircraft kits in both 1/72nd and 1/48th. Some more mainstream Luftwaffe types in 1/48th would be nice and having spent all that time doing the Do335 to death in 1/72nd scale I for one would welcome the same but in 1/48th scale.

Hasegawa

I have become accustomed to the amount of kits this company produce. However the kits listed for release by this company in the early part of the year are very impressive indeed.

We have no release dates or prices as to yet on any of these kits.

In 1/72nd scale there will a Kawanishi N1K1 Kyofu (Rex), a Hawker Hurricane MK Ib and a Mk IIc, a Spitfire Mk V.III and a MK.IX, a

Focke-Wulf Fw 190A-3 and an A-4, a Brewster F2A2 Buffalo and an RAF Buffalo Mk1, Dewoitine D.520 in either French A.F or Vichy Government markings and a N.A F-86D Sabre in either JASDF or USAAF colours. Also listed is a type called the Shinden 46. This could be a J7W1 or a variant of the N1K2 Shinden Kia, your guess is as good as mine? In 1/48th scale there will be an F-86F-30 Sabre in USAF markings.

By the time you read this Hasegawa should have released the new TBF Avenger, RN Martlet Mk V, J35D and J35F "Red Dragon" Draken, a combined set of the A6M5 & P-51D and the E13A1 Jake or E7K1 Alf with a catapult.

Fine Moulds

Part of the Hasegawa empire, Fine Moulds will be issuing their 1/48th J8M1 Shusui very soon.

Gartex

Another part of Hasegawa, this company will be issuing a 1/72nd scale Focke-Wulf Fw 190F-8/R-15 "Blitz" and I suspect that it will be based on the Fw 190F-8 kit tooled by Hasegawa.

Tamiya

Big news from here is that they will be releasing a 1/32nd McDD F-4C/D and a Republic A-10 Warthog. The price for each is not known as yet but with the F-15 costing £99.00 I can only guess at what these two will be. I would hope that they would be cheaper than that as the Revell kit certainly is no where near as expensive and it has proved popular with modellers. In 1/48th scale there will be a new North American P-51B Mustang and a MiG 15 Bis. With the P-51B due from Accurate Miniatures it seems that you will be spoilt for choice as far as early Mustangs are concerned. The release of the MiG 15 is very good news and I can only hope that this may signal a new interest in this era by Tamiya.

Aeroclub

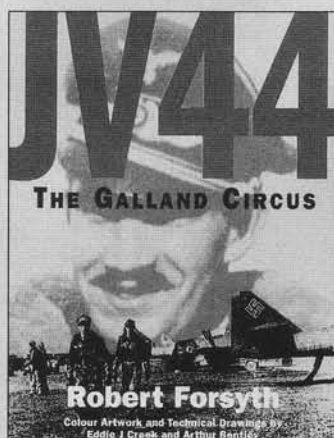
New injection moulded kits from this manufacturer include the Gloster Grebe, Gloster Gamecock, Gloster Gauntlet and the Hawker Woodcock. Each consist of injection moulded plastic for the main components with white metal for the detail parts. The price of each should be £8.25.

In 1/48th there will be a mixed media kit of the Vickers Varsity T1. This will come with vacformed main components and injection moulded detail parts and should cost £27.50.

Classic Publications

Due for release very soon now will be this company's first product; "JV44 The Galland Circus". This new title promises to hold a wealth of information on the operations of this elite squadron during the latter stages of WWII. With the use of interviews, documentation and photographic material supplied by ex-members of the squadron the title will be a must for all Luftwaffe fans. The price at present is £32.95 plus £5.50 P&P in the UK (rates for the rest of the world on application to the publishers). If you want a copy contact the publisher at the following address:

Classic Publications
Quarry Ridge House
7 Quarry Close, Burgess Hill
West Sussex. RH15 0TJ
Tel/fax 01444 257070



Next from this company will be the first in a series of books; "Luftwaffe Classic Folio". As the name suggests this series is all about certain Luftwaffe aircraft types. The first in the series will be on the Henschel Hs129 and this is due for release in mid-1996. This will be followed by three volumes on the Messerschmitt Me262 and one each on the Mistel, Sturgruppe history, He177, Fw 190/Ta 152, He 162 and Me 163. These will be followed by others, but the publishers don't work that far into the future and I think they have enough to be going along with for now! Once again if you are interested in any of these books let them know via the address given previously.

MK.XXX

Following on from their new range of Spitfire accessories (See elsewhere in this copy) the news is that the next release from this company will be a cockpit tub for the Academy P-38 series. The price is not set as yet but it should be between £4.50 & £4.99. To go with this could be a set of undercarriage doors and weighted

tyres, although as to yet this is not confirmed. The need for new wheels is a sound one as the Academy kit uses rubber tyres and the inclusion of undercarriage doors may confuse some, but apparently none of those produced by any company are correct.

Hobbycraft

The latest stocks from this manufacturer should be with the UK distributor now however the following new items have been listed for release in 1996. We have no prices or release dates as to yet. All are in 1/48th scale and they are the F4U-1 Birdcage Corsair (HC1525), the F4U-1A Bomber Corsair (HC1526), the F4U-1D Corsair (HC1527), the British/Commonwealth Corsair (HC1528) and the FG-1D COIN Bird (HC1529). There will also be a Bf109G-3/4 in Russian Front markings and the old Do 17E/F kit will be reissued with markings for the first kill of WWII, namely "White F" of 7/KG 77 (coded 3Z+FR).

It is interesting to see that the US price has gone up from the usual \$14.95 to \$16.95 with the release of the Corsairs, will we see a similar price increase in the UK?

Aerodynamix

Considering the news I have listed above (See Tamiya) the news from this company may seem a little tame. However the 1/32nd scale A-10A Thunderbolt is the next kit to be issued by them. It will be produced along the same lines as the Buccaneer and will therefore be a mixed media kit with the main components being vacformed. The UK price is listed as being about £50.00 and once again Flying High is the source.

Sierra Scale Models

A new 1/48th scale kit of the A.E.G C.IV will be issued by this American company. The kit will be vacformed and costs \$19.95. The UK source is Aeroclub.

In 1/72nd scale there will be a Hansa-Brandenburg C.I and W.18 kits on offer. Both will be vacformed and each should cost \$12.50.

R&D Replicas

This relatively new name in the USA have announced a 1/48th scale Ta 154A-2/U4. It will be vacformed with resin detail parts. The price is \$34.95 although I do not have a UK source for this range. The companies address therefore is P.O Box 2523, Castro Valley, CA 94546 USA.

Squadron

The latest news from this American company is that there will be a few new titles in the "In Action" range next year.



Due for release in January will be the Fokker Eindecker In Action (1158) and this 50 page book will contain 100+ photographs, 40 detail drawings and 13 colour paintings.

Due in February will be the Heinkel He 112 In Action (1159). Once again the book will have 50 pages and over 100 photographs. It will also contain 13 colour side views and numerous line drawings. The text will cover the types use by all nations and this will include Spain, Rumania, Hungary and even Japan.

For March there will be "Grumman Biplane Fighters In Action" (1160) and it will be a similar size and contain a similar number of photo's and artwork as the previous title. The book will start with the FF1 and move through to the F3F.

In May there will be an In Action for the Grumman HU-16 Albatros. The contents will be similar to the previous couple and the title will look at the types use in service with the USAF, Navy and Coast Guards. The type operated from Korea to Vietnam and is still in use today. All of this will be covered in this new title.

Finally in June there will be part two of the Polikarpov Fighters In Action booklet (1162). The title will start with the I-16 and then go through all of the remaining Polikarpov fighters not covered in the previous volume.

In April of 1996 the Lancaster In Action title will be re-issued so if you missed it last time this will be your chance to obtain it.

There will also be a couple of additions to the "Walk Around" series and these are the PBK Catalina, which will be released in January and

the B-52 which should follow it in March.

The UK price for all of the In Action range currently stands at £7.99, whilst the "Walk Around" series is usually £4.99. If you are interested in these or any other titles in the range contact the UK importer, Pocketbond Ltd on 01438 798593.

Pavla Models

This Czech company has recently come on the scene and they produce injection moulded kits similar to those produced by MPM or Condor. The first was the Fiesler Fi-167 and Ki-94 and both of these cost about £10.00 in the UK. These are to be followed by a Kyushu Q1W1 "Lorna" and a Bell 47 which will be offered in 3 versions with etched brass detail parts. UK sources for the range include Maintrack Models.

JMGT

Following on from the superb Potez 631 (See Vol 1 Iss 11 Page 612) this company has released a 1/48th scale Caudron Renault C714. The kit is resin with etched steel and white metal detail parts and the UK price is £54.95.

The UK distributor is Hannants.

Warbirds Productions

This is a company with a love for the Spitfire and the new additions from it will be a complete 1/48th scale kit of the Mk XVI. It will be resin with metal detail parts and all that will not be included are the decals. In 1/32nd scale there will be a MK IX conversion and a Mk.XII conversion. Both will be based on the Hasegawa Mk V kit.

N.B. We have just received first production samples of these products and we hope to bring you a full review/build of them in a future edition of *Scale Aviation Modeller*.

Previews



TECHNICAL DATA

Kit: Focke-Wulf Fw 190D-9 **Manufacturer:** Bilek/Italeri **Scale:** 1/72nd **Price:** £4.99
Type: Injection Moulded Plastic
Parts: Plastic; 51, Clear; 3
Decal Options: 1: Major Gerhard Barkhorn, JG6.
Supplier: The Turntable, 11 belle Vue Terrace, Blackwood Hall, Luddendenfoot, Nr Halifax, West Yorkshire. HX2 6HG



TECHNICAL DATA

Kit: Yak-3 **Manufacturer:** InTech **Scale:** 1/72nd **Price:** £3.99
Type: Injection Moulded Plastic
Parts: Plastic; 34, Clear; 1
Decal Options: 3: 1= Czech; 2= Russian
Supplier: The Turntable, 11 belle Vue Terrace, Blackwood Hall, Luddendenfoot, Nr Halifax, West Yorkshire. HX2 6HG



TECHNICAL DATA

Kit: Vultee V-72/A-31 Vengeance **Manufacturer:** Smer
Scale: 1/72nd **Price:** £4.99
Type: Injection Moulded Plastic
Parts: Plastic; 38, Clear; 1 + 2 vacform (replacement)
Decal Options: 2: USAAF, 1943; 45 Sqn, RAF, Khumbirgram, India, 1943
Supplier: The Turntable, 11 belle Vue Terrace, Blackwood Hall, Luddendenfoot, Nr Halifax, West Yorkshire. HX2 6HG



TECHNICAL DATA

Kit: North American XB-70-A1 Valkyrie **Manufacturer:** AMT/Ertl **Scale:** 1/72nd
Price: £25.99 **Type:** Injection Moulded Plastic
Parts: Plastic; 80, Clear; 2
Decal Options: 1
Distributor: AMT/Ertl (Europe) Ltd, Falcon Road, Exeter. EX2 7LB
Tel: 01392 445434

Readers Survey Results

Congratulations!

From the thousands of readers surveys sent in, Mr Stuart Nunn of Essex was randomly selected as our winner.

Well done Mr Nunn, we will be in contact with you very shortly so that you can select your prize from the excellent PRO-MODEL series by MONOGRAM.

THE WINNERS

In the survey, which was included in the August 1995 edition of *Scale Aviation Modeller*, we asked you to select who, in your opinion, was the best manufacturers in certain classes. The results were as follows:

INJECTION MOULDED KITS

- * 1st TAMIYA
- 2nd HASEGAWA
- 3rd ITALERI
- 4th AIRFIX

LIMITED-RUN INJECTION MOULDED KITS

- * 1st PEGASUS
- 2nd AEROCUB
- 3rd VENTURA
- 4th MPM

VACFORMED KITS

- * 1st DYNAVATOR
- 2nd AEROCUB
- 3rd PP AEROKITS
- 4th WELSH MODELS & ESOTERIC (joint)

ETCHED BRASS

- * 1st EDUARD
- 2nd AIRWAVES
- 3rd REHEAT
- 4th PP AEROKITS

RESIN KITS

- * 1st RESITECH
- 2nd MAGNA MODELS
- 3rd ARBA PRODUCTS
- 4th PJ PRODUCTIONS

RESIN ACCESSORIES

- * 1st PARAGON DESIGNS
- 2nd TRUE DETAIL
- 3rd HI-TECH
- 4th VERLINDEN & PP AEROKITS (joint)

Congratulations from everyone at Scale Aviation Modeller

Quick Look



What follows is a brief introduction to the Classic Airframes FIAT CR-42 "Falco" and it will be followed in a future edition by an in-depth build article of the kit.

TECHNICAL DATA

Manufacturer: Academy Minicraft

Scale: 1/48th

Price: £18.95

Type: Mixed Media

Parts: 41 plastic, resin 25, etched brass 47, Acetate 1 (instrument panel), 2 clear (canopy)

Markings: 2: 83 Sqn, 18 Gruppo, 3 Stormo, Belgium 1940; 162 Sqn, 161 Gruppo, Isle of Scarpanto, Aegean theatre

Although as model enthusiasts we are interested in kits, the only part of us that gets really excited about them is the little part of our souls that has never really grown up. When I first encountered this gem of a kit from Classic Airframes, the modeller within me began to behave something like the delectable Meg Ryan's character when she got a little over excited in "When Harry Met Sally". This really is a very appealing kit. The data panel gives the essential information of part counts, the following notes just enlarge upon these.

The injection moulded plastic parts are to my untutored view proper polystyrene, with strength and brittleness akin to Tamiya and Airfix

material. As expected with a limited edition kit the sprues are coarse and heavy, while the parts themselves have slightly ragged edges. However, surface detailing is excellent with finely engraved lines. Visually the fabric looks a little loose (flying surfaces are usually as tight as a drum) though the very glossy finish of the plastic is certainly exaggerating this effect. All of the main airframe components including struts and undercarriage are supplied as plastic, plus the wheels and propeller.

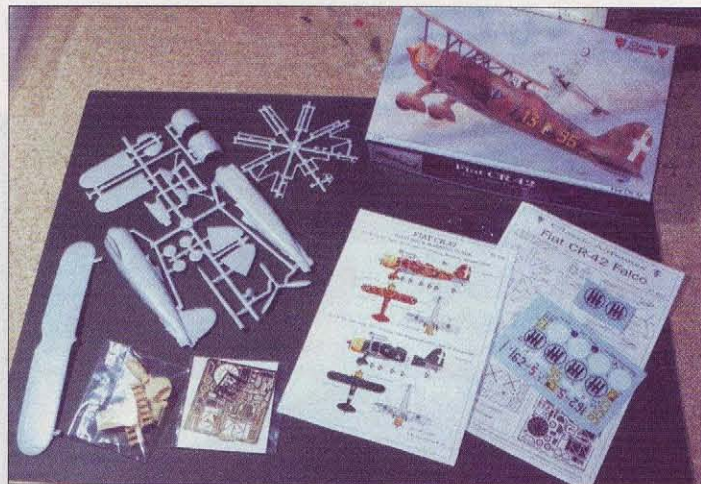
Engine crankcase and cylinders, cockpit floor and firewall, seat back, joystick and some cockpit fittings are supplied as resin castings. All those present are superb, but one of the fittings was made entirely of "bubble in the mould" which had obviously sneaked through the quality control system. Fortunately the missing part is a cylinder just behind the seat back and even I can cope with scratch building this, but had the problem been a more complex item like, for example, the engine control console I would have taken the matter up with the



A close look at the fabric effect on the control surfaces. The sprue and flash evident are not bad for a limited-run kit.

distributors.

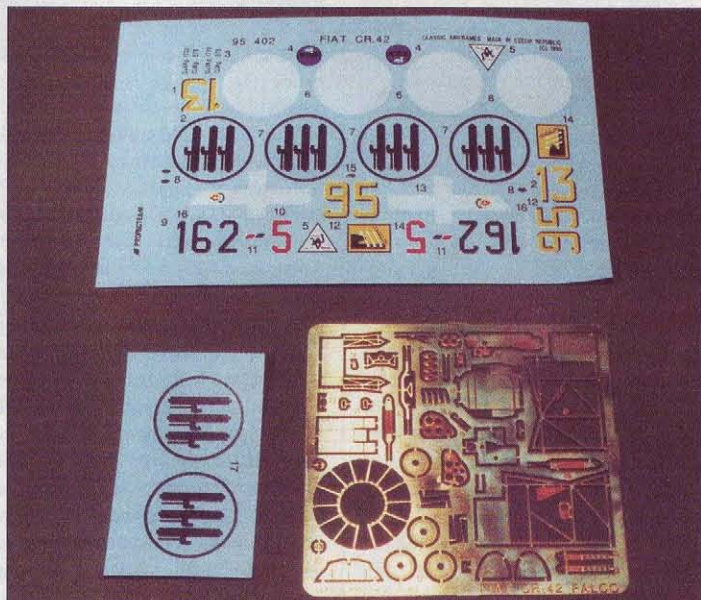
The etched brass sheet is unmistakably Eduard, complete with the expected film or foil that provides clearly identifiable instruments even in this scale.



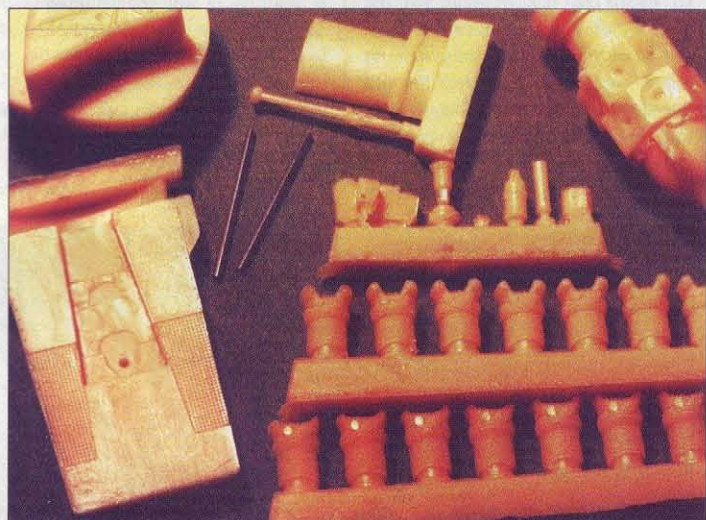
The kits contents and box

Where Eduard are concerned, there is little more one can say other than "fantastic". A list of major components includes seat pan, seat harness, instrument panels, engine

appropriate, and the absence of a couple of lengths of steel wire for the flying wires. Seriously though, Classic have omitted the very prominent airscrew driven device



The decal sheet and etched brass fret. The quality of both are clearly evident.



The excellent resin components which were only marred for me by an air bubble on one piece.

push rods, control linkages, fuselage structure visible within the cockpit and the wheel hubs.

A pair of fine steel tubes provide the blast tubes for the guns, and a clear plastic sheet carries a pair of vacuum formed windscreens. This completes the kit's contents apart from the decal sheet which is striking with almost invisible carrier films, accurate register and very vivid colours. A supplementary sheet provides correctly 'handed' insignia for the upper right and lower left wing positions.

Alas, I must make a negative comment (even if just to prove I have actually looked at the kit) which is to raise an eyebrow at the absence of moulded resin 'flattened and bulged' wheels which for once would be

(fuel pump?) over the leading edge of the centre section.

As they say, the proof of the pudding is in the eating and so far all I've done to this kit is to cut through the plastic sprues to confirm the nature of the material used. A full-build article will be produced in a couple of months time in which the questions of fit of parts and final appearance will be asked and answered. At this time though, my view is that the Classic Airframes CR-42 is superb, the price is right considering the quality and finesse of the contents, and I am so impressed that I've already placed a firm order for the forthcoming MiG-3 and Boulton-Paul Defiant with my local model shop.

David Batt

Lockheed F-5E-2 Photo Lightning



TECHNICAL DATA

Manufacturer: Academy Minicraft

Scale: 1/48th

Price: £11.99

Type: Injection moulded plastic

Parts: 81 plastic, 9 clear

Decal Options:

Importer: Toyway, P.O. Box 55, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG

Tel: 01462 672509

Fax: 01462 672132

The Kit

Following on in the series of P-38's from Academy is the photographic reconnaissance F-5E-2 version. The kit is basically similar to all the other P-38 versions offered in this series as it utilises many of the same sprues. The kit consists of one hundred and forty-two pieces, but you only require eighty-one to make this version. All the other pieces which are consigned to your spares box were relevant to the other versions in the series. The rocket tubes, rockets and bombs however are a very welcome addition to the spares collection and I suspect that they will very soon come in handy for some other project.

Construction

Your first task is to make up the cockpit area and this consists of the floor, seat, rear bulkhead and radio bay, plus the control column and the cushion for the seat. The side walls which will be added to this area once it is installed within the lower fuselage/wing half are nicely detailed and the finesse of the moulding throughout has to be admired.

Next your attention turns to the undercarriage bays for the main wheels. Here the area is once again built up as an insert and the detail is

very good. Fit is not a problem in this area and I would advise you to leave the wheels off until after spraying. The completed undercarriage inserts are then fitted into each tail boom and although the instruction show them fitted at this stage, I would leave the doors (D4, 5, 6 & 7) off until after painting.

The main assemblies now take shape with the tail booms fitted to the lower wing/fuselage section and all of this being attached to the upper wing/fuselage section. The instrument panel coaming is now added and then you can add the photo-recce nose. Here you will probably come up against a few fit problems and how bad the joints are will determine the action you need to take to rectify it. I found that the nose was slightly too small for the fuselage and I therefore added a plastic card insert between the nose halves (C12 & 13) to boost the width. The joint around this area will not be too good and filler and some sanding will be required to smooth it all out.

Final details include the addition of the drop tanks, exhaust superchargers and propellers, although I added all of these after completing all the painting.

Colour Options

When I built the P-38F I was disappointed with the decals in the kit and therefore elected to use some from another source. I must admit with this review sample that I was always intending to make the aircraft up as an example in the amazing Haze Blue colour scheme and was therefore "forced" to use other decals as this type of scheme was not given in the kit.

The kits decals depict an unidentified machine in overall natural metal finish (boring!) with an eight-ball on the boom radiators and an eagle on a yellow disc on the tail. The upper nose and inner panels of the engine nacelles are painted Olive drab and the

spinners are blue, white, red (front to back).

My option for this kit was far easier. As I had elected to do a Haze Blue machine I had an example in mind and this was one of the options on an AeroMaster decals sheet I had. The sheet, number 48-082, is entitled "Recon Birds" and one of the options is an F-5E-2-LO, 42-28333 of the 7th PRG based in England in 1944. The machine carries the nose art "Lanakila" as well as invasion stripes of the lower surface of the tail booms. The interesting thing about Haze Blue, or so I am reliably informed, is that the colour was synthetic and that it was applied over black. The paint wore very rapidly, a la RAF Night, and the machines did not take long before they were more black undercoat than Haze Blue top coat! I applied an overall coat of matt black (AeroMaster 9001) and once this was dry I applied an overall coat of Haze Blue (Xtracolour X612). This coat was applied in an irregular manner, with the leading edges left with the black showing through. With a little Shadow-Shading the model started to take on a nice faded appearance and once all the main colours were dry the model was masked and the invasion stripes were applied to the lower surface of each tail boom. Once again only a light application of white and black was used, so that these areas too look as if they are faded.

Detail painting on this example just consists of the red spinners and engine nacelle panels as indicated on the decal sheets instructions.

Decals

As I have already said I did not use the kit decals on this example. I did however use some of the stencil data and all of these went on very well. A liberal application of AERO Set and Sol solutions settled them down very well indeed, even over the complex shapes of the main tank filler caps.

The quality of the kits decals are

very good and the images are well printed and glossy. The carrier film for each image is kept nice and tight to it so they should hopefully not silver if applied correctly.

Conclusion

This is another superb addition to the series and one which represents excellent value for money. The use of rubber for the main wheels is a bit of a gimmick and one which I have been informed should stop before too much longer. The problems I encountered with the fit of the nose are not uncommon in this series as the generic approach which was applied to the tooling has unfortunately lead to some poor joints. The nose is one such area and I have encountered problems here on all three versions from the series I have so far made. The fit is not that bad as to pose a problem to an intermediate or experienced modeller.

Many people still seem quite happy to pay twice as much for the Hasegawa kit, just so they can get the "quality". I for one however can live with the fit problems and will be using the money I save on one of the expensive kits to allow myself to indulge in another Academy P-38.

Recommendation

This is a kit for all. The very new modeller would probably not have a go at this sort of kit and this is just as well but the model should prove no problem to the intermediate or experienced modeller.

At just £11.99 it cannot offer better value and with all the other versions available in the series you could make up quite a collection of models just making the P-38's from Academy.

It all bodes well for the droopsnoot version!

Highly Recommended.

My thanks to Toyway for the review sample.

Richard A. Franks



Curtiss Kittyhawk III

TECHNICAL DATA

Manufacturer: Mauve
Scale: 1/48th
Price: £19.99
Type: Injection moulded plastic
Parts: 71 plastic, 12 clear
Decal Options: 2: 112 Sqn RAF, Sicily 1943; 450 Sqn, RAAF, North Africa 1943
Importer: Pocketbond UK, P.O. Box 80, Welwyn, Herts. AL6 0ND

The Kit

As soon as the Mauve kit of the P-40N was released, my immediate reaction was "When will the Kittyhawk appear", for this aircraft with its distinctive shark-mouth has been a favourite of mine since I built the Airfix 1/72 version in the dim and distant days of plastic bags and staples that would run under the thumbnail as one attempted to "carefully remove" the folded instruction sheet.

As soon as the box top is removed the kit is impressive, three sprues of a colour that is a near perfect match to RAF Mid-Stone and one clear sprue (the latter alas bagged in with the rest) with finely engraved panel detail and a worthwhile amount of internal detail. Top marks to Mauve for providing the cockpit side walls as separate items, for this allows the builder to temporarily glue the parts to sprue "handles" for ease of painting and detailing. However, a demerit for a somewhat indifferent indication of where the sidewalls fit when they are offered up to the fuselage sides. The instructions suggest a gap of 2mm between the rear of the sides and a moulded ridge that takes the rear bulkhead of the cockpit, but with hindsight I'd be inclined to use the rear bulkhead (Part No. C40) as a gap-setter. The instrument panel in the kit is equivalent to the P-40N serial block -25 to -40 and has neatly moulded raised detail to provide instrument bezels and a representation of the instruments themselves. Carefully painted, dry brushed and given a dark wash it would look extremely effective.

Construction

The Eduard detail set was purchased to enhance the kit and the majority of the parts were used up during this stage, and the cockpit was completed with its full array of undercarriage and flap selectors, throttle quadrant, canopy winder and trim wheels. The seat in the kit is of the standard one often encounters in high quality kits, accurate in outline, slightly too thick for realism and without any harness details. The Eduard replacement with its flush detailing could be displayed

in its own right when carefully folded up and fitted with its full array of straps. However, Eduard's provision of rudder pedals is a little baffling, for these sit on the cockpit floor rather than being properly suspended and when buried away under the instrument panel look no different to the kits own, even before the canopy is fitted. It is the instrument panel that almost stopped the show for me, for with its photofilm backing it looked so good I didn't really want to fit it inside

include the front and rear spars and the visible wing rib within the wheel bay. The Eduard set provides further fine detail within the top and side of the leg fairing, and also inside both fairing doors. The moulding process isn't quite up to coping with the combination of contours around the wing's leading edge and the rounded front of the leg housing, and some filling, filing and polishing was needed here.

I had made a couple of dry runs with



the model. To give it a bit of support I filed the raised detail off the kit part and laminated the brass/film parts in place with Humbrol Clear-fix.

Also at this stage of construction the radiator block was fitted with Eduard's screens and dust shields, for these parts are visible with a bit of peering down the model's throat. Three problems then turn up. Firstly the lip of the radiator housing is too thick from the front view and a few strokes with a file or riffler are needed to refine this area but then the "splitter plate", the inverted Y structure inside the opening, only fits where it touches. Secondly, and admittedly less seriously, Mauve have imitated the old Airfix style of trapping the spindle of the spinner between the fuselage halves at this early stage. Now I have no intention of spinning the propeller as I did when I was ten, but when the model is finished and on the display shelf I do like to be able to turn the propeller round to a position that "looks right". The spinner parts were set aside and the fuselage halves glued together, applying glue only to the joints forward of the cockpit (more of this later). Thirdly the instrument panel is fitted with a 1mm gap between it and the coaming, but apart from this laconic indication the builder is given no help and the panel has to fit where it touches. Fortunately the part takes no strain after construction.

The floor of the cockpit, 'stick and hydraulic pump handle and the rear bulkhead are fitted at this stage though the seat was left out until after the model was completed (I didn't want it to get in the way when the cockpit was masked off).

The wing panels go together and

the fuselage and the wing and could see that the flexibility of the kit parts could cause a problem without a bit of care. This was why the rear of the fuselage was not glued earlier. The wing was offered up and the leading edge glued in place first, followed by the joints between the upper wing halves and the fuselage fairings. To get neat, tight joints the fuselage aft of the wing had to be gently wedged apart. After a full drying time the rear sections of the fuselage could be glued together and the rear parts of the wing fairings completed. A slight smear of filler was needed along the underside of the trailing edges where Mauve's proper enthusiasm for ultra-thin edges had exceeded the abilities of the moulding process.

The undercarriage is the next main stage and both Mauve and Eduard miss out on some important points here. The P-40 had prominent dust shields and brake mechanisms on the inner faces of the wheels but neither manufacturer has picked up on these. Eduard do provide the diminutive uplocks on the legs, but not the torque links which Mauve have slightly over simplified for this scale.

The superb fit of the tailplane halves when offered up to the fuselage meant that these parts could be left off the model until after painting, which makes this task considerably easier, so the next step was section 9, which deals with the radiator gills and the drop tank. The gills were separated and set open with small pieces of plastic card to reproduce the webs. Eduard provide very fine drop tank struts with separate "pads" and these are easy to use, though the best effect is gained if the locating holes for the plastic parts are

filled in. After "tacking" in place with cyanoacrylate a tiny fillet of epoxy adhesive was added to the base of the struts to reinforce these joints.

The final stage before spraying was the installation of the "scalloped" fuselage spine behind the cockpit and the glazed windows. This was the only poor area of the kit as far as I was concerned. The inner part sits on a couple of lips within the fuselage and caused no problem, but the glazing is a single piece that wraps right over the fuselage spine (in place of the clear panel seen on the P-40N) and it does not fit as well as it might. Under many circumstances a fractional misalignment would be concealed by scale panel lines, etc., but in this case the joint runs right through various panels and it took me a couple of filling sanding and polishing sessions to tidy the joint up. This task isn't made easier by the proximity of the glazed panels and the panel lines. One other point here, in the reference photo's I've seen the RAF Kittyhawks did not have a radio mast, so I left mine off.

The reflector gunsight fits where it touches, lacking any definite fixing points, and the windscreen has a reasonable fit though my example suffered a stress blemish where the sprue was attached. This proved impossible to polish out and could only be cured by a replacement canopy. One external feature from the Eduard set that I didn't fit was the "iron sight" on the nose, for I could not be sure whether a single blade or a ring-and-bead was on this particular aircraft. Like the radio mast, it can be "retro fitted" when positive evidence turns up. After masking off the clear areas the model was sprayed with Xtracolour paints and the decals applied.

Decals & Colour Scheme

The decals are very well produced and with the exception of one area settle onto the surface very well if left to their own devices. (The use of a setting agent seems to "freeze" the decal without harming it, stopping it from sliding into any engraved detail, while a solvent (like Micro-Sol) has a very detrimental effect, causing the decal to "crackle" just like cellulose paint on an enamel base). However, areas where the decals needed help were around the chin where the shark's mouth closes around the opening and the individual aircraft letters on the leg fairings. The decal couldn't manage on its own and collapsed into little pleats and ridges, which in my opinion looked worse than the damage caused by Micro-Sol. After the decal had settled down for about half an hour I applied a little Micro-Set along the front edge of the marking to loosen it, which was wiped off after a couple of minutes and a tiny amount of Micro-Sol painted onto the creased section. This worked, the decal

snuggling down nicely onto the double curvatures of the chin without any obvious crackling and leaving a gap of about 1mm between the decal and the opening to be painted in with black and red paint. At this time the black outline of the shark's mouth was over painted in one or two areas with a very fine brush which inevitably roughened up what in my view is an overly neat presentation of a hand painted, field applied marking (take a look at contemporary photo's if you don't believe it).

Following this the stages were swiftly



completed. A coat of matt varnish, weathering to taste, and the installation of undercarriage, spinner, canopy, etc. One area where Mauve have broken the mould is in the area of the exhausts, twelve ejectors each moulded with a

deep depression to reproduce the ducts themselves. With a little cleaning up and dry brushing both before and after assembly this area is extraordinarily convincing. The canopy though is a little too thick to be shown slid back, while on the other hand the tiny separate navigation lights are superb when painted silver on their rear faces, applied with Clear-Fix and tinted with Tamiya clear acrylics.

Conclusion

All in all, it's a lovely little model. I've

been deliberately hostile where slight faults do exist because at this sort of price we modellers have a right to expect the very best, but if your interests include the RAF in this scale it's an essential part of the collection. The Eduard "bolt-on" set is a matter of choice but I have been so impressed with the end result that I have started acquiring these sets for the various unbuilt kits under the sofa, even (against my financial better judgement) the Dragon kits!

Recommended.

D. Bati

Mitsubishi J8M1 Shusui



TECHNICAL DATA

Manufacturer: MPM

Scale: 1/72nd

Price: £9.99

Type: Limited run injection, moulded plastic with etched brass

Parts: 22 plastic, 6 etched, 1 clear

Decal Options: 2

Distributor: Hannants

29-31 Trafalgar House, Trafalgar

Street, Lowestoft, Suffolk. NR32 3AT

Tel: 01502 517444

Fax: 01502 500521

style and the limited production nature of the moulds do mean that the sprues are a little heavier than usual and that there is quite a bit of flash. The kit consists of twenty-two plastic, 6 etched brass, one vacformed (clear) and an acetate instrument panel backing. The instruction sheet is clear and easy to follow and there are two colour options offered.

Construction

As I have already stated your first job with any kit of this type is to remove and clean up all the parts. The plastic used by MPM is quite strong and you should therefore have little trouble in cleaning each piece up without fear of damaging it. You get a nice little cockpit insert with floor, seat, bulkhead, control column, fuel cell and oxygen bottles, all of which are plastic and a little set of seat belts from etched brass. This cockpit tub is inserted into the lower fuselage half as the shape of the J8M1 lends itself well to a horizontal fuselage split which can include upper and lower wings. Two blocks for either side of the cockpit area are also added at this stage and then you can fix the upper fuselage half into position. The tail and exhaust area are made up of two sections and this is required because of the horizontal split of the main fuselage and wings. To make a vertical tail up on a horizontally split aircraft would be very difficult, and would probably shrink anyway. With all the main components made up the instrument panel facia is attached to the

plastic bulkhead with the acetate film trapped between them.

The final task is to make up the little under-fuselage take off dolly and then cut out and add the vacformed canopy. If you wish to display your model with the canopy open determine the section which opens, cut it out and then position it so it is hinged on the starboard side.

Colour Options

There are two colour options with this kit and these represent either one of the prototype airframes or the proposed operational scheme. The Prototype is overall orange and I suspect that a bit of research will be required to determine the exact intensity of the colour used. The only other colour used, if you can call it that, is the lower surface of the aft fuselage section which is bare metal. The operational scheme however is a bit better as it is Dark green on the upper surface and lower centre section with bare metal for the lower wings and tail section.

Decals

As always the decals in this MPM kit are produced by Propagteam and they are of good quality. I cannot comment on their use on the prototype machine, but when the national markings are applied to the Dark Green upper surface, the density of the base colour showed through. To rectify this I applied examples off an old Hasegawa sheet of Japanese national insignias over the top of the kit markings and this cured the problem.

All of Propagteam's decals can be a bit fragile once released from the backing sheet so do use extreme care when handling them. I found that they had no adverse reactions to either MICRO-Sol/Set or AERO Sol/Set solutions, although the AERO Set and MICRO-Sol combination worked the best.

I used Xtracolour on this example, utilising the Japanese Dark Green for the upper colour and Oily Steel underneath. All of the colours were applied with an airbrush and the decals were sealed on with a final coat of Matt Varnish.

Conclusion

This is another fine limited run production from MPM and one which I am sure all self respecting Japanese aircraft fans will not miss. All MPM kits are designed with the more experienced modeller in mind and if you are thinking that for the price they will go together like a Tamiya kit, then think again.

Recommendation

I would recommend this kit to all, with the proviso that you appreciate that they do require careful preparation and construction.

Recommended

Richard A. Franks



The Kit

Depicting an aircraft which most people have assumed to be a direct copy of the Messerschmitt Me163 Komet, the Mitsubishi J8M1 Shusui was in fact an adaptation of the German design which was intended to see service with the Navy (J8M1) and the Army (Ki-200). In the end this never happened and so this kit represents a "what-if" of the Japanese kind.

The kit is moulded in the usual MPM

THANK YOU

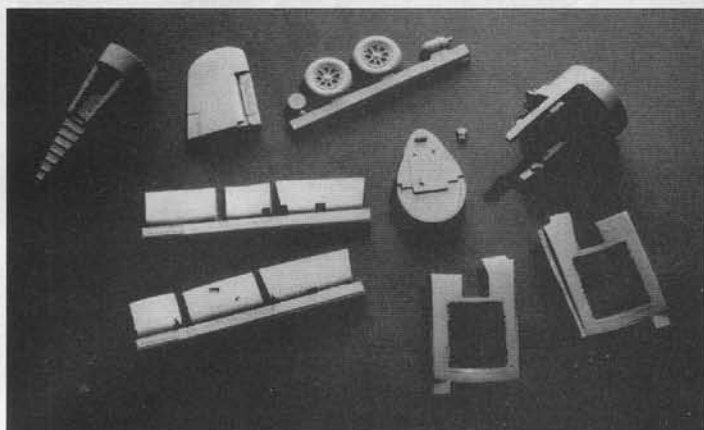
Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

Accessories

New Range from Hi-Tech



As you can see the new set of P&W R1830's from ART are indeed "Works of Art"

Following on from the review of the excellent F4F-4 Wildcat update (See Vol 1 Iss 11 Page 616) the Czech company of ART have recently

released a set of Pratt & Whitney R 1830 engines in 1/48th scale.

The main component parts of this set are in resin and these consist of

the crankcase and all the cylinders. The detail on each cylinder is very good indeed and all the necessary push-rod tubes etc are present. Each bank of cylinders has to be made up on a separate section of the crank and then these are cemented together. This is a good idea as you will be able to build both sections up without you finding that once the back cylinders are in place you have to let them dry before you can attach the front. The front and rear housings are then added to this middle section and you last task will be adding the etched ignition harness to each unit.

The quality of these engines is superb and the fact that you get two in each box is a wise move by the manufacturer. Having made up mixed media engines to this scale from other companies I can say that these are as good, although I do not know if those resin cylinder heads

will get damaged; time will tell. Of course the critical question is the price and here I do not think that many can complain as the sets are being offered at just £7.95 plus postage. All the components are sealed into a segmented bag and along with the etched fret they are all packed into a sturdy little box so there will hopefully be little damage caused to them by the postal system.

Overall this is a superb little set which is well produced and detailed and comes at a reasonable price. I can thoroughly recommend them to all and if you would like an example they can be obtained direct from;

FOUR PLUS UK
29 Westwood Gardens
Hadleigh, Benfleet
Essex. SS7 2SH

My thanks to FOUR PLUS UK for the review sample.

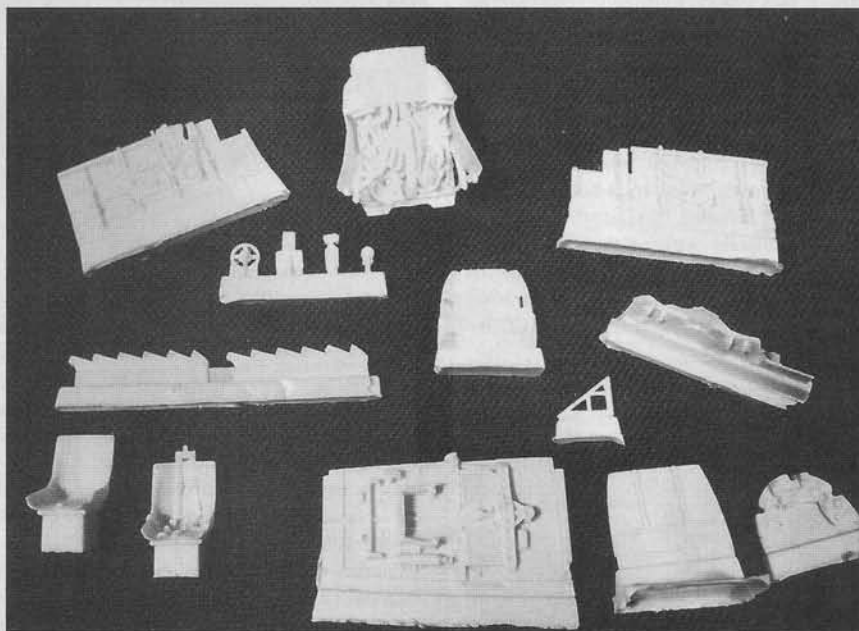
Jaguar Detail for MC202

Now the name of Jaguar is not one many will associate with aircraft detailing, as they are more at home in the armour side of the hobby. It was with some surprise therefore that I received their most recent offering from AVIA Imports at the IPMS Nationals.

The set has no numbering system visible and it is just referred to as "Macchi C.202 Detail Kit" on the box. Inside you will find an A4 landscape instruction sheet and a bag containing a wealth of beautifully cast resin components and another, smaller one containing the very fragile pieces. The set is designed for the Hasegawa kits and although the manufacturer does point out that there are other kits of the Mc202 about in the form of the Tauro or Gull kits, he considers that you would be well advised to use the Hasegawa kit as it is the best around (if only I could find one! Ed).

The instructions take you through all the stages of the detail that the set offers and you begin with the area which receives the most attention, the cockpit. There are new sidewalls complete with such details as the trim wheel, throttle quadrant and oxygen regulator. The cockpit sills may need to be pared down a bit but the instructions do tell you all these little details. There is also a

completely new cockpit floor and to this can be added the new kickplates, seat armour, seat and front bulkhead. The seat is offered in two options the first being with moulded seat belts



The contents of the superb new detail set for your Hasegawa Mc202 offered by Jaguar.

and the other being plain. This is a nice touch as some modellers may prefer to add etched seat belts after painting etc. A tiny new reflector gunsight is also included and all you have to do is add the lens from plastic card, if you can deal with something that is less than 1mm square! The new resin instrument panel is very good and all the raised detail on it should come up well once

it is dry brushed.

Outside of the cockpit area there is a new set of resin exhaust pipes and these are well cast with the correct square cross-section and the welded seams very nicely done. To fit these there is a need to thin down and

I personally would have hoped that in an operational environment these would have been protected and I suspect that a canvas cover or alloy plate which covered the area has been lost at some time on the preserved examples. If you look

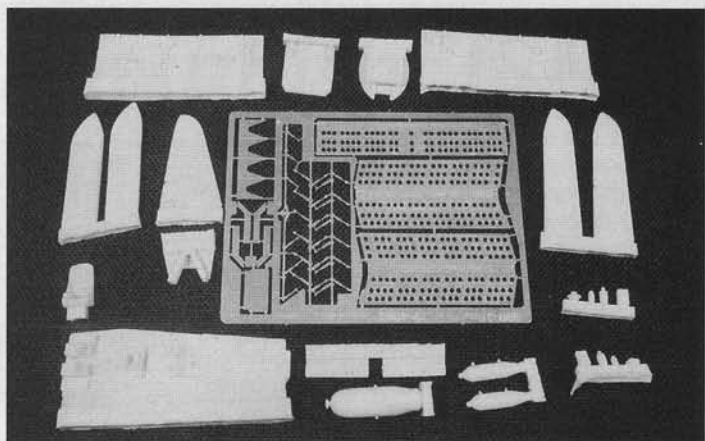
forward into the bay on most preserved Fw 190's you will see all the pipework behind the BMW 801 and once again this is because the alloy plates which covered this area have been lost with the passage of time. All that said I still like the effect of this exposed area in the undercarriage bay and if it does come to pass that this area is covered I may have to make mine up as a diorama of one being serviced with this area visible!

I am sure that there will be many more sets for the Hasegawa Mc 202/205 series from other companies in the near future, True Detail for one have already released a cockpit, however this set is truly excellent. The UK price is £10.15 plus P&P and if you would like an example contact Avia Imports, there address is elsewhere in this copy.

My thanks to Avia for the review sample and if you are still wondering why an armour company such as Jaguar can produce such excellent aircraft detail sets its easy, this set is mastered by Roy Sutherland (he of COOPER DETAIL fame).

Latest from Kendall

The most recent items from this ever expanding part of the AeroMaster empire were on display at the IPMS Nationals and I am pleased to say that we have been supplied with review samples via the UK Distributor Mary-L Models (See News Update) of nearly all of them. All that is missing is the superb Packard Merlin engine in 1/48th scale which was so well received that they sold out at the show.



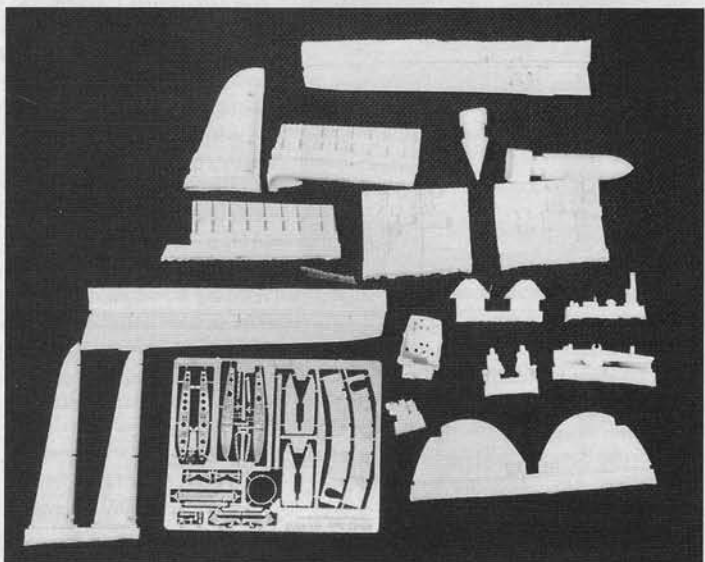
Set 72-7001 the quality in the pieces considering their small size is amazing.

I have two boxed detail sets and one set of control surfaces which are also boxed plus two more sets of control surfaces which are bagged and three types of propeller for the P-47 which are also bagged. Starting with the boxed detail sets first there is one in 1/72 whilst the other is in 1/48th. The smaller scale set is number 72-7001 and it is for the Douglas SBD-3 Dauntless and is meant for the recent Hasegawa kit. Inside you get the customary A4 sized instruction sheet and one bag of resin pieces and

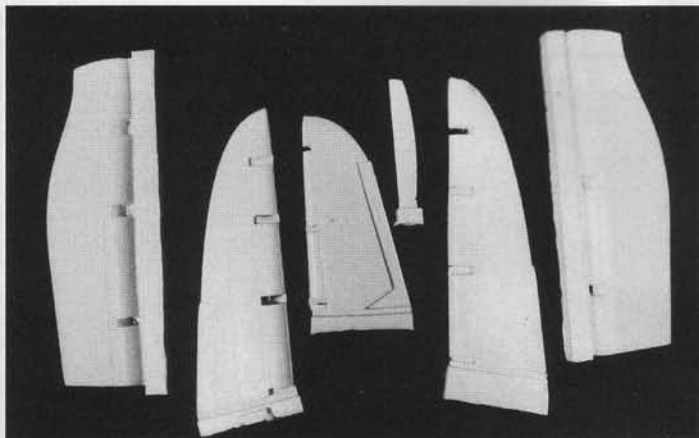
another containing the etched brass fret.

The area to receive the most attention is the cockpit and here you will get a new floor, seat, instrument panel, bulkhead and head armour, sidewalls and rear bulkhead and ammo trays. Having seen the previous 1/48th scale version of this set (See Vol 1 Iss 9 Page 488-9) I can see that there is some commonality in a few pieces. Once you have

completed the cockpit area the next task concerns the bomb load. The set gives you a new resin body for the main bomb as well as the smaller ones on the outer wing panels. The fins from the kit are used on the smaller bombs but the centreline example comes complete with a etched fin assembly. New resin bomb racks are also included. No Dauntless would be complete without those perforated dive brakes and these are given to you in this set as etched brass assemblies. Once you have removed all the



My minor niggle aside all of these sets are highly recommended. My thanks to Mary-L Models. All of the prices above are from Mary-L.

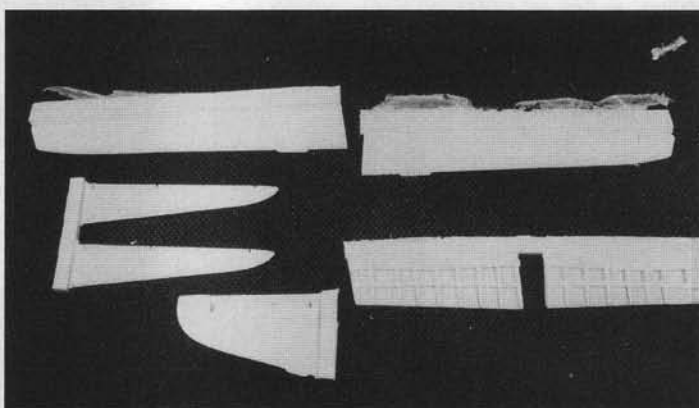


The size of the main flaps on the He 111 in 1/48th scale are very evident here.

moulded sections they can be replaced with the etched version and once you have selected the desired angle for each set the internal actuator assemblies, they can be added. To finish the model off there are also a complete set of the separate control surfaces just so you can pose your model with the correct amount of rudder/aileron deflection. The UK price for this set is £16.75.

The 1/48th scale offering is set number 48-4002 and this is for the

remove the tip of each wing from the kit and then the resulting open end is detailed with an etched brass rib and hinges. A new resin tip and etched rib is then added but you will find that the tip lights are not moulded in the resin part and you will therefore have to cut and profile an example from clear plastic stock before assembling this area. The kits cowl gets a new set of etched cooling gills and once you have removed the plastic example and struggled to bend the etched versions



Set No 48-5010 gives you all the control surfaces plus the flaps for the A6M3 Zero

Mitsubishi A6M3 Type 22 Zero, also from Hasegawa. Once again the set comprises of an A4 instruction sheet and one bag of resin and one bag of etched brass. The detail in this set is not all concentrated in the cockpit although there is still a new instrument panel and sidewall detail, bulkhead and seat and all the ancillary items associated in that area. The seat belts are supplied as etched brass pieces and the delicacy of the gunsight has to be seen to be believed.

On the outside of the model there is a new resin 500lb bomb and rack for the centre line. The bomb has a resin main body with a etched brass tail. As many of you will be aware the Zero had a tip folding facility and this new set gives you all the details you will require to fold the tips on your model. First of all you have to

into position I am sure they will look most effective. Next comes the usual set of resin inner flaps plus separate control surfaces and your model is completed with the addition of a lovely little set of resin wheel chocks. Once again the set cost £16.75 and this represents excellent quality and value for your money.

The final boxed set is in fact a set on control surfaces and it is not the usual manner in which these items are packed but the size of the contents has dictated this as the set, number 48-5009, is for the He 111 produced by MONOGRAM. The set consist of just 6 pieces but they are all quite large. Those immense inner flaps of the He 111 are well produced in this set and they will look most effective on the model. The surfaces for the tail are also well cast, as is the rudder. A

nice touch on the rudder is the trim tab which is cast separately therefore giving you the ability to set it at a different angle than the rudder.

Along similar lines are the next two sets although these are offered in the more usual bag and header card packaging. First is set number 48-5010 and this is for the Mitsubishi A6M3 Zero on the Hasegawa kit. These surfaces are also included in the detail set for the A6M3 as described earlier and the availability of them

separately offers you the chance to just purchase what you want. As well as the control surfaces this set also includes the flaps. The next set is number 48-5011 and this is for the Monogram P-47D Thunderbolt. Here you get the inboard flaps, ailerons, tailerons and rudder and the surface detail on each is excellent. The UK price for the He111 set is £9.49 whilst the other two are offered at £7.25 each.

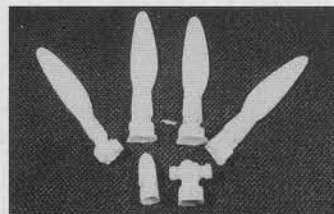
The final three items are different

styles of propellers for the Republic P-47D Thunderbolt. Set number 48-5013 offers the Curtiss prop with the pointed blades, whilst 48-5014 are the paddle type and 48-5015 is the very wide type. Each set comprises of one propeller which consists of each blade cast separately plus the hub and spinner dome. Each is very well produced although in one of my examples the small cup for the stub on one of the blades had sheared off and to repair it would prove very difficult. The UK price for each of these sets is £4.99

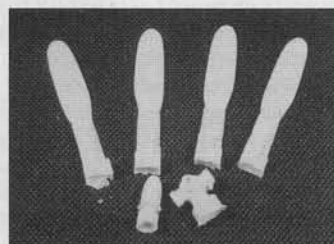
Overall these are all excellent sets. I suspect many may comment on the price but if your model output is limited due to the quality of the end product I do not think you will worry. My only worry still concerns the packaging. Sticking all the resin pieces in one bag is asking for trouble, it won't afford much protection on its voyage from the USA and it certainly will not increase its survivability in the postal system and after you have spent you money for a quality product such as these the last thing you want to receive is a set with a lot of damaged components in it.



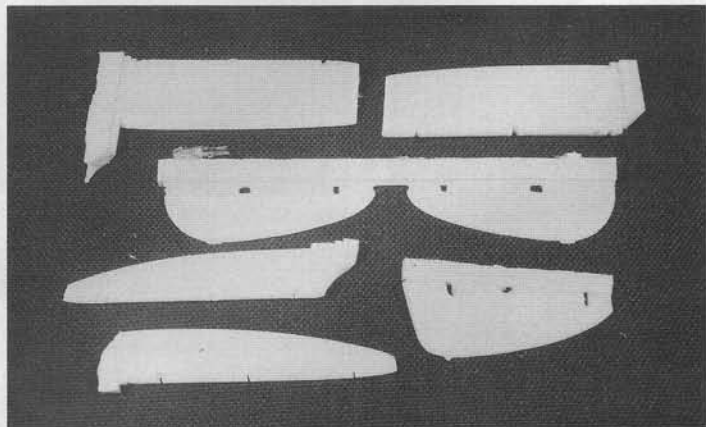
Three styles of propellers for the P-47D are offered by Kendall. This is set No 48-5013 which is the pointed type.



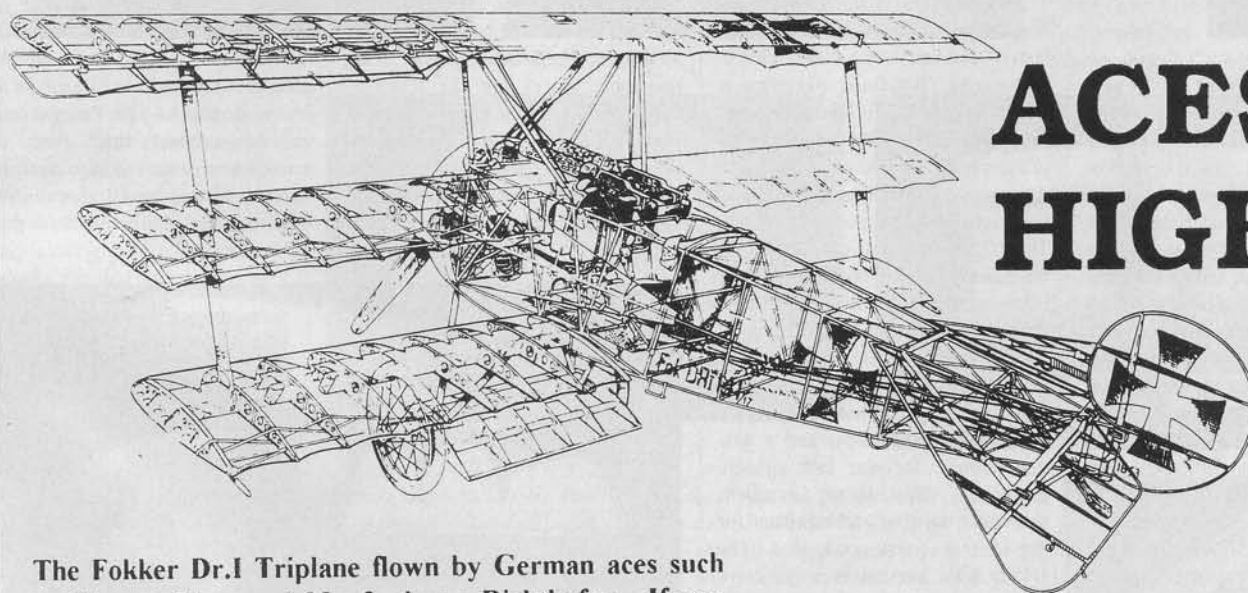
.....48-5014 offers the paddle type



..... and 48-5015 are the wide style.



The other set of control surfaces are for the Republic P-47 Thunderbolt.



ACES HIGH

The Fokker Dr.I Triplane flown by German aces such as Werner Voss and Manfred von Richthofen. If you are interested in any aspect of World War One Aviation, join this Society. The annual subscription of £17 (\$30 US) includes a high quality Journal.

Membership Secretary
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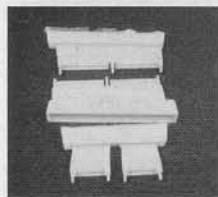
CROSS & COCKADE INTERNATIONAL

THE FIRST WORLD WAR AVIATION HISTORICAL SOCIETY

New from Paragon

One of the more prolific manufacturers in the UK accessory market is Neil Burkill of Paragon. Recently he has issued no fewer than sixteen new sets. All of these have now come to us for review and I have selected 7 for review now whilst the remainder will be reviewed next month.

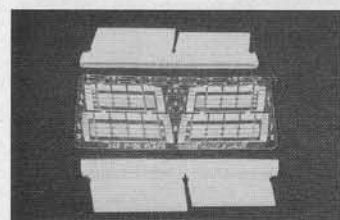
The first set I have is 7202 and this offers you separate flaps for the A-26 Invader. Designed for use with the Airfix kit the four piece set consists of a pair each of the inner and outer sections of the flaps. Each section is moulded with all the associated linkage and controls and once you have removed all the areas from the kits wings these parts can be fitted as direct replacements. The need for some nifty work with your knife is well illustrated in the little instruction sheet and although it may look a little complex at first it seems to be a simple case of following the correct panel lines. The price for this product is just £4.25.



New flaps for your Invader are offered in 7202

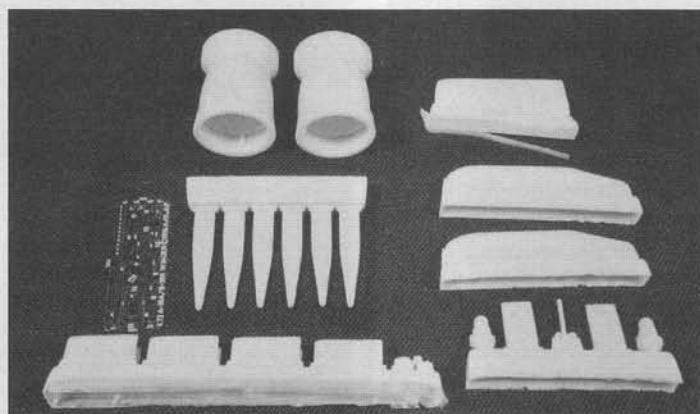
Changing scale now but staying with aircraft flaps, the next offering is 4832 and this is a set of flaps for the Lockheed P-38 Lightning. Designed to be used in conjunction with the Hasegawa kit the set offers both resin and etched brass components. The resin pieces are a set of outer flaps complete and a set of inner flaps for the lower portion of the wing only. To allow you to drop the inner section to an open position the remaining etched brass pieces are required. These offer all the interior detail in this area as well as all the actuators etc. The price for this set is £6.99 and the sound quality of all the components make it well worth considering.

Moving back to 1/72nd scale once again the next set is a conversion which is also based on the Airfix A-26. Set number 7201 is for the A-24A/B-26K Invader and it comprises of twenty-six resin and twenty-eight etched brass parts. The conversion of the kit is not



If you want to drop the flaps on your P-38 then look no further than set 4832

too drastic and it is all well illustrated in the instruction sheet. You get a new rudder (resin) and actuators (brass), new engine cowls and propellers (resin), numerous aerials (brass) and wing tip pods and underwing weapon pylons (resin). There is also a little addition to the instrument panel and a new control column. The quality of the pieces make you just want to get about converting the old Airfix kit and for just £10.99 I don't think you can fault the value of this conversion.

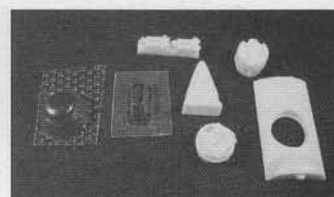


The superb A-26A/B-26K conversion for the Airfix kit (7201).

The next two aircraft types offered as conversions by Paragon are available in both 1/72nd and 1/48th scale. First is the amazing YB40 Gunship conversion for the Boeing B-17F Flying Fortress. Numbered 4849 or 7205 the set consists of thirty resin and four vacformed clear components in 1/48th and 6 resin and two vacformed clear pieces in 1/72nd. The 1/72nd scale version is based on the Academy B-17F and what you get is a new chin gun and fairing, a new upper decking and powered turret to replace the hand held single .50 cal machine gun above the radio operators position, twin .50 cal machine guns for both waist gun positions and a new transparency for the tail gunners position. This is an excellent conversion based on a sound kit and for just £5.99 it is very good value. The 1/48th scale version is a bit more involved as it is based on the Revell B-17F kit. What you get is the new chin turret and fairing, a new nose transparency and astro dome plus all the remote sighting equipment in the nose for the chin gun. The new upper decking and powered turret for the dorsal position is included and each twin .50cal machine gun for the waist position comes complete with ammo trays and belts. Here you have to fill the existing waist gun window on the kit and cut new ones 32mm further aft. The last item in the set is the new transparency for the tail gunners position. This is a superb set and I for

one am looking forward to the prospect of adding the YB-40 to my collection and at just £13.99 for this bigger set I think the conversion is inexpensive.

The other conversion is a really good one as it is the B-17H/SB-17G conversion. Consisting of eleven resin and 4 vacformed clear components in 1/48th scale and 9 resin and 3 vacformed clear parts in 1/72nd scale the sets are numbered 48106 and 7244 respectively. The 1/72nd scale version is designed for the Academy B-17G and the set consists of a new chin radome, new nose transparency,



The YB40 may have only been a prototype but you can build it in both scales thanks to Paragon. This is the 1/72nd scale version (7205)

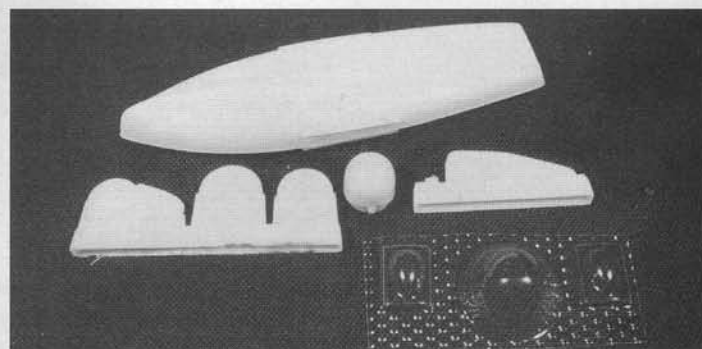


... and this is the 1/48th scale version (4849)

resin end plug so it can be converted into the cheyenne version. This is a big conversion and one which will look most impressive in 1/48th scale. My only question would be, considering the colour schemes that these types wore, who makes any decals for the SB-17G? The price for this set is £21.99 which, although a little more expensive, still represents good value.

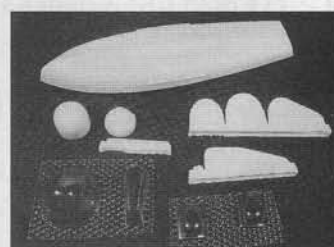
All of these sets are highly recommended and I can only be amazed at the number of sets Neil can produce and the fact that there is no reduction in quality, it is all still excellent. My thanks to Paragon for the review samples. All the Paragon range can be supplied direct from the manufacturer and it is also available through selected model shops, check the adverts out in this edition for price and availability.

blanking plates for the upper and lower (ball) turrets and the huge underslung air-dropped Higgins A-1 lifeboat. The remaining pieces are the teardrop windows for the old waist gunner positions. The price for this conversion is just £11.99 which is not bad considering the size of the lifeboat. In 1/48th scale however the set is most impressive as the huge size of the



Probably one of the most striking versions of the B-17 was the ASR versions. You can now model them thanks to Paragon. Here is the 1/72nd scale version (7244).

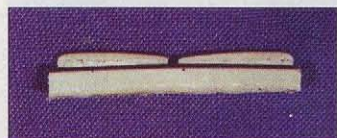
lifeboat becomes all too apparent. To give you some idea is 7" (17cm) by 1.75" (4.5cm) wide and 1" (2.5cm) deep. The conversion is similar to the 1/72nd scale one but this version is designed for the Revell kit. Here you get the same chin radome and blanking plates for all the turrets which you have removed. The new transparency for the nose and waist gunner positions are also joined by a new one for the tail and a



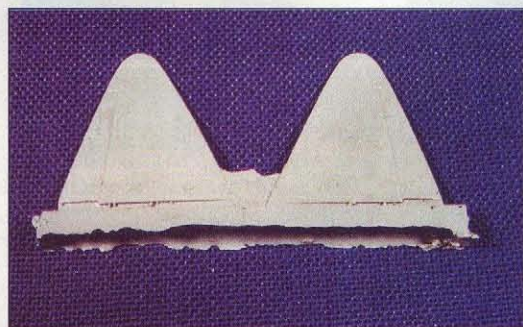
... and here is the 1/48th scale version (48106).

New Company Product Launch

One of the new names to come into our hobby at the IPMS Nationals in November was the firm Mk.30 (or XXX). This firm is producing resin conversion and detail components in 1/48th scale at present for the Supermarine Spitfire. As many will know the Mk.30 Mod involved the fitting of beer barrels to the outer wing bomb racks of certain aircraft and it is therefore appropriate that this is one of the conversion items they are now offering.

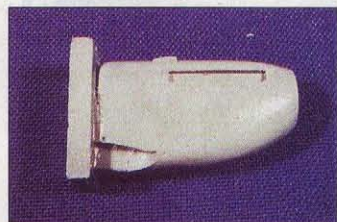


XXX-002



XXX-001

The range has started with thirty-three sets and three complete conversions. we have thirteen of these to review and hopefully as their production allows we will get to see the others, including those conversions, in the future. The first item for review is



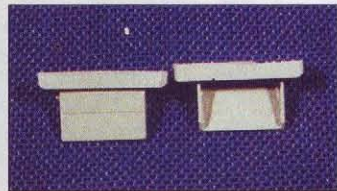
XXX-003



XXX-004

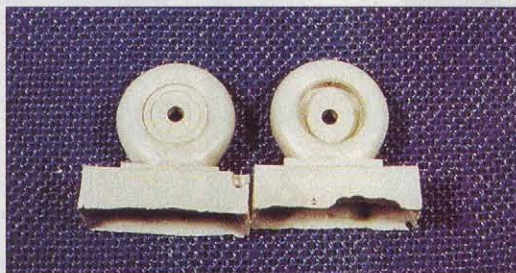
item XXX-001 and this is a set of H.F. wingtips. Priced at just £0.99 they are inexpensive and well cast. the resin with all the MK.30 products is dark grey and this will come as a surprise to

many of you as you are probably used to tan coloured resin pieces. The finish and detail achieved with this resin cannot be faulted however and I suspect some more people may be

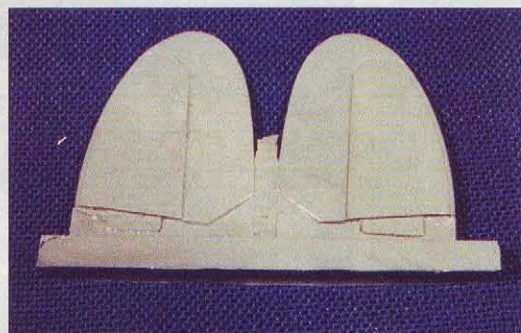


XXX-005

changing to it in the future. Obviously the L.F. wingtips would be a logical next item and I am glad to say that Mk.30 are logical as XXX-002 is indeed a set of L.F. tips and once again the price is just £0.99. Next

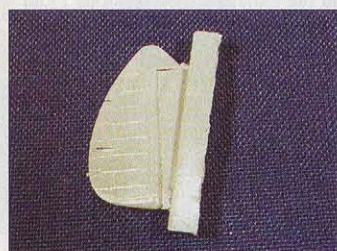


XXX-009



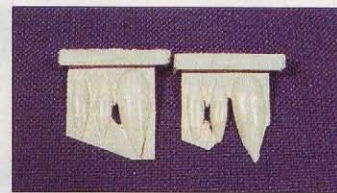
XXX-006

comes a larger bit of resin in the form of a complete forward cowl for a Spitfire. Set number XXX-003 is entitled "Long Merlin Engine" and it will be applicable to various Spitfire variants. The price for this substantial part is just £3.49. Item XXX-004 is a P.R. deep oil tank of the short nosed variant and this costs £1.99. Set XXX-



XXX-007

005 is a set of separate radiator flaps of most Spitfire marks and they are just £1.99 for the pair. The later style elevators used on the Mk.VIII etc are offered in set XX-006 and these are once again £1.99. Having done the late style elevators Mk.30 have done the same later style for the rudder and this is available for just £0.99 as XXX-007. If you are building certain variants of the Spitfire you may require the pressure intake and the "Coffman" starter bulge, no problem as Mk.30 have done them as XXX-008 and they cost just £0.99 for the two items. Bulged or "squidgy" main wheels are all the rage at the moment and Mk.30 have jumped onto the band wagon and produced a lovely little set for just £1.99 as set number XXX-009. Leaping forward a bit in the series the next item is XXX-017 and this is a set of three different styles of cannon bulges for the wings. Each is offered



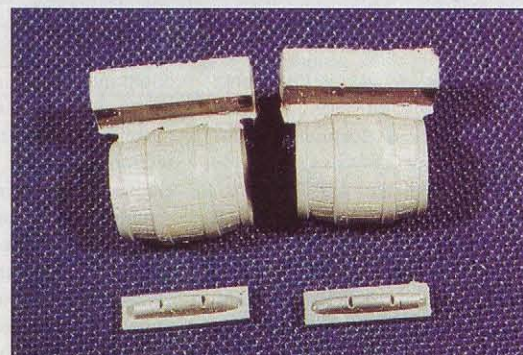
XXX-017



XXX-021

The final item is XXX-01 and this is an Aero "Vee" filter which is cast with excellent detail and a very deep intake recess, so no drilling out required there. This item costs just £0.99.

As I have said all of these new items are very well cast and produced. The low prices reflect the companies efforts to make modelling and converting a little more cost effective. All of these items are designed for use with the Tamiya range of spitfire kits and although it may be possible to use them with other kits they cannot guarantee their success. With the Tamiya kit costing between £15.99 & £17.99 the additional cost of the Seafire III conversion (XXX-A01), the MK 8-IX



XXX-030a

as a pair and the whole lot costs just £1.99. Some PR Spitfires used a converted slipper tank on the centre line to carry camera's and set XXX-021 gives you both the tank and the camera lenses for just £1.49. Having said that the MK30 Mod was for the fitment of beer barrels on the bomb racks of Spitfires set number XXX-030a offers you both beer barrels and their respective racks. The set is also offered just as the barrels as XXX-030. Set 030a is £4.95 and 030 is £1.99.



XXX-008



XXX-031

(XXX-A02) or the Mk X-XI (XXX-A03) at £15.99 each should bring your entire model cost to under £40.00 and that can't be bad.

The entire range of MK.30 products is not fully in production yet but it should all very soon be. If you are interested in any of the products reviewed here or would like to know more about Mk.30 then drop their sole UK distributor, Mary-L Models a line.

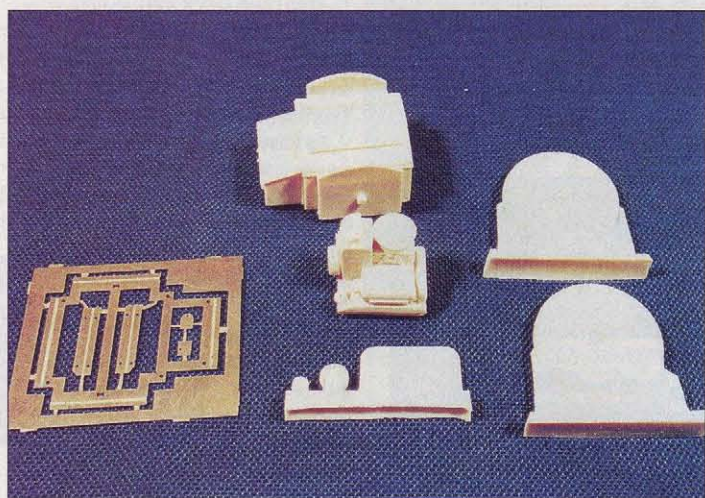
New Range from Ess-Jay

A selection of a new range of basic resin castings made their way to us recently, all of which are being produced by Ess-Jay Models of Romford. The idea behind the range is to produce basic resin kits and conversions which are inexpensive to buy. The way in which this has been achieved is by reducing the detail in these sets and to not give any of the parts any panel lines etc. What you therefore have is a set of basic castings to which you can add as little or as much as you like.

The selection we had is quite

therefore etched in appropriately thick brass. The instruction sheet and packaging with all of these kits is simple and the small set included with this one just gives a basic diagrammatical illustration of how the parts fit together and a template so that you can make up the handle from plastic rod.

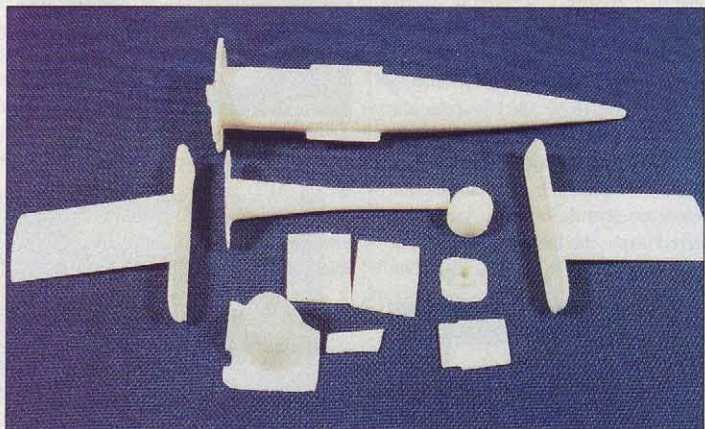
Moving into 1/48th scale, the next two kits are of aircraft types if you can call them that. First is the Fi-103 (FZG 76) V-1 and this is followed by the Ohka Suicide Bomb (Baka). The V-1 is cast in eleven pieces. The bomb is broken



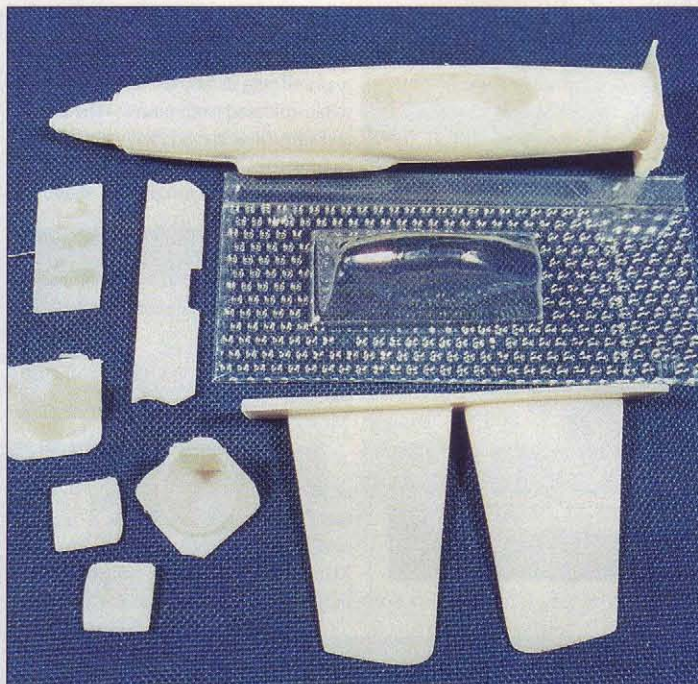
This 1/32nd scale accumulator is also available in 1/48th scale.

varied and it includes items in both 1/32nd and 1/72nd scale. The first is an electrical accumulator for aircraft starting and this is available in both 1/48th and 1/32nd scales. The example we had was in 1/32nd and the kit consists of seven cast resin and five etched brass pieces plus a length of rubber tubing. The detail on these parts is very good and there were no air bubbles spoiling any of the parts. The etched brass is used to construct the sub-frame of the trolley and it is

down into the main body, warhead, wings (2), tailplanes (2), Argus pulse jet (forward, mid and aft sections) and the support for the engine. The castings are basic but sound although you will need to do quite a bit of work on them to get a good representation of the V-1. The Ohka is cast as just eleven pieces plus two vacformed canopies. The kit itself is sound but very basic and you will have to add an entire cockpit interior because all you get in the kit is a big hole.



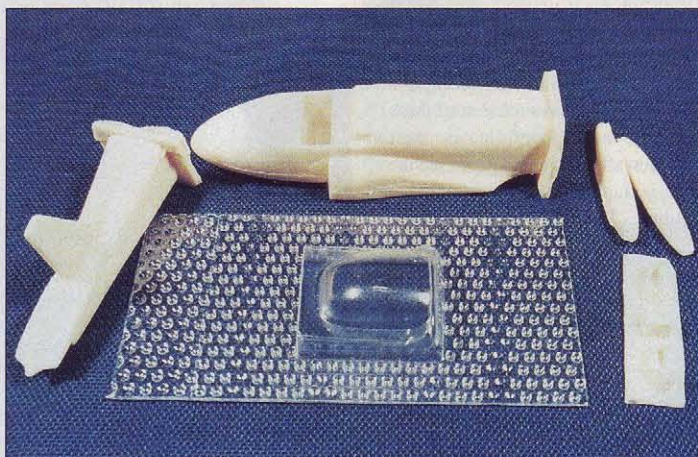
The FZG 76 V-1 offered by Final Touch in 1/48th scale



The 1/48th scale Ohka Baka.

Moving into 1/72nd scale now the four products we have are all conversions. The first is a BAe Jet Provost T. Mk 3/4 and it is based on the Strikemaster kit produced by AIRFIX. The conversion consists of seven resin parts plus two vacformed canopies. The resin

conversion and this too is based on an AIRFIX kit. The conversion is a very simple one in so far as it offers you just a new two seat fuselage and a canopy for the rear one. This conversion suffers from the same points as I raised in the Provost section and I can only hope that



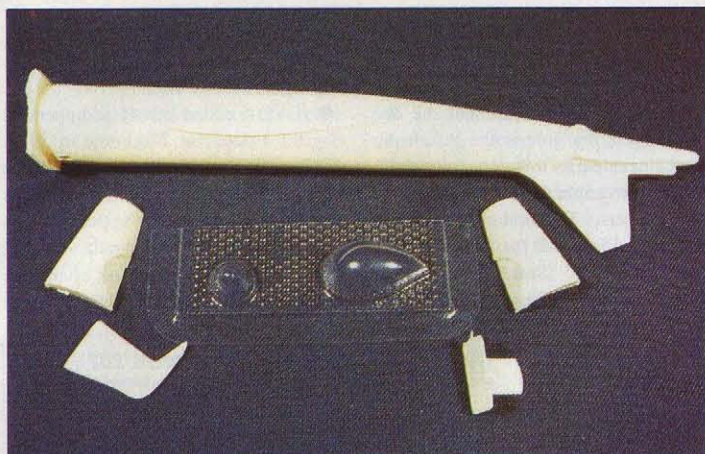
Designed to convert the Airfix Strikemaster kit to the Mk 3/4 Jet Provost is conversion number FTC023

pieces replace the entire forward and aft sections of the Airfix kit and you also get a set of tip tanks. The other three pieces are the intakes and the exhaust. The versions I had were early production and they therefore had a very small hole for the cockpit area, there certainly was no room for the instrument panel or seats. This I have been told has now been changed with a separate instrument coaming meaning that there will be sufficient room in the cockpit for you to add some detail.

Next comes the Fairey Firefly T5

these too have since been rectified.

Next is the TA-7C Corsair conversion and this too is based on an AIRFIX kit. The conversion consists of five resin and two vacformed clear components. The example I had did suffer from a large number of air bubbles in the undercarriage bay area, plus around the rear fuselage. The resin parts are a new fuselage, nose cone, intake surround, rear fuselage and exhaust and a fin and rudder. The set offers two sets of canopies just in case you make a mess of one.

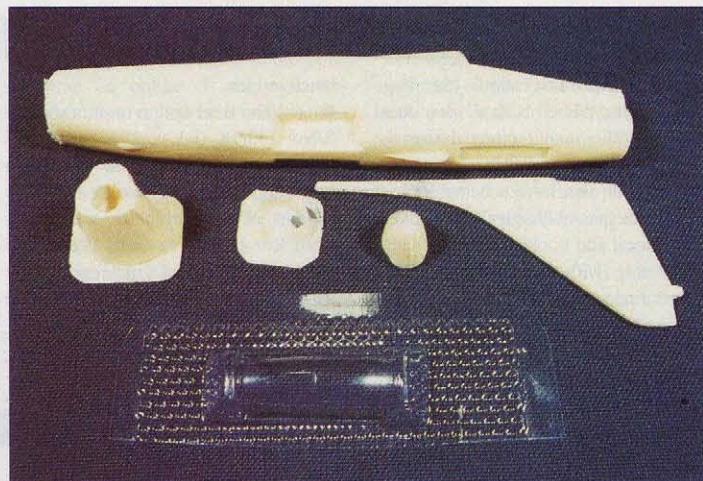


Convert the Airfix RB-57 back to a BAC Canberra Mk 2/4/6 with conversion number FTC022

Finally there is the BAC Canberra Mk 2/4/6 and I am sure many people will be interested in this considering that the Airfix

tooling was permanently changed to a Martin RB-57 a few years ago. The conversion, as you will have gathered, is therefore based on that

AIRFIX kit. Consisting of



The TA-7C Corsair conversion

just four resin parts plus two vacformed canopies the set offers you a new fuselage, rudder and nose. The nose is split vertically into two parts so that you can detail the interior.

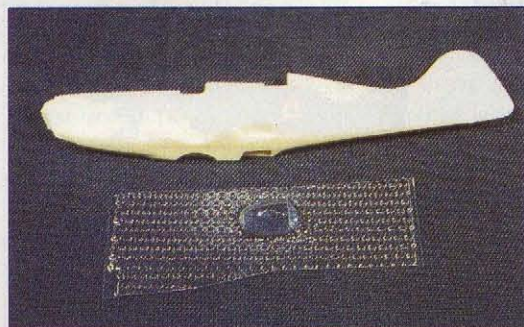
All of these items are available in the FINAL TOUCH range which is marketed by Ess-Jay Models. Each represents a very basic starting point on which you can add as much or as little as you want. Do not think that any of these kits will just fall together, as they won't. If you are interested in any of these kits and you have the time and skill to do the necessary work I am sure you will be quite happy with the results.

All of the range can be obtained direct from Ess-Jay Models, see their advert elsewhere for details.

My thanks to Ess-Jay for the review samples.

The UK prices are as follows (kit nos. in brackets):

Accumulator 1/32nd (FTK005)	£4.95
Accumulator 1/48th (FTK006)	£3.95
V-1 1/48th (FTK012)	£9.95
Ohka 1/48th (FTK013)	£9.95
Jet Provost conv 1/72nd (FTC023)	£7.95
Firefly T5 conv 1/72nd (FTC018)	£9.95
TA-7C Corsair conv 1/72nd (FTC021)	£9.95
BAC Canberra Mk 2/4/6 (FTC022)	£9.95



Although only used by the Australians, the Firefly T5 can now be modelled thanks to this conversion by Final Touch

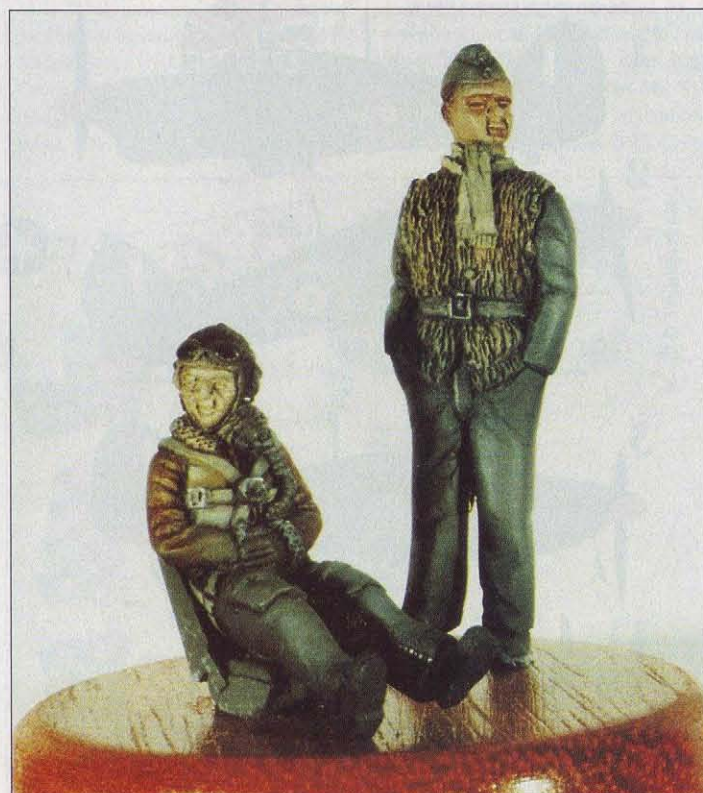
Scale Model Accessories

Not available as we went to press last month are these two photo's of the completed versions of the German

Seated Pilot and Ground Crewman in Winter Uniform (SMAAR 019) and the MG34 Anti-Aircraft Set (SMAAR 020)



The excellent little MG34 on its tripod with the operator standing nearby looking decidedly cold!



The Pilot and Ground Crewman in Winter Uniform offered in set SMAAR 019.

Decals

Latest from Aeromaster

As I mentioned last month (See Page 604) I was passed a few new decal sheets by this manufacturer during the IPMS Nationals. Whilst reviewing them I will also have a better look at the recent special "Eagles of the Rising Sun" decal and booklet set.

Starting with the individual decal sheets first. All are to 1/48th scale and they cover both WWI and WWII topics.

The WWI sheet is number 48-197 and this is for the Fokker E.V.D.VIII "Flying Razor". The sheet gives you options for four aircraft and they are;

● 1. S/No unknown, flown by Offizierstellvertreter Friedrich Altmeier of Jasta 24. This machine is Dark Olive-Green with 4 colour lozenge fabric on the fuselage. The tail and tailplanes are white.

● 2. S/No 195/18 (wk no.2824) flown by Lieutenant Stefan Stec of No 7 (Kosciusko) Squadron, Polish Air Force, April 1919. The aircraft is once again a combination of Dark Olive-Green and four colour lozenge fabric and the tail and rudder are painted 1/3rd red and 2/3rd's white

● 3. S/No 157/18 (wk.no.2824) operated by Jasta 6 at Bernes in August 1918. Once again this is a Dark Olive-Green and four colour lozenge fabric machine. The rudder is white whilst the wheel hubs are white with diagonal

black stripes.

● 4. The final option on this sheet is S/No 132/18 (wk.no.2773) and this depicts and aircraft which was flown by No 1 Squadron, Canadian Air Force as part of the Armistice reparations from Romilles in January 1919. The machine is Green with four colour lozenge once again although this time

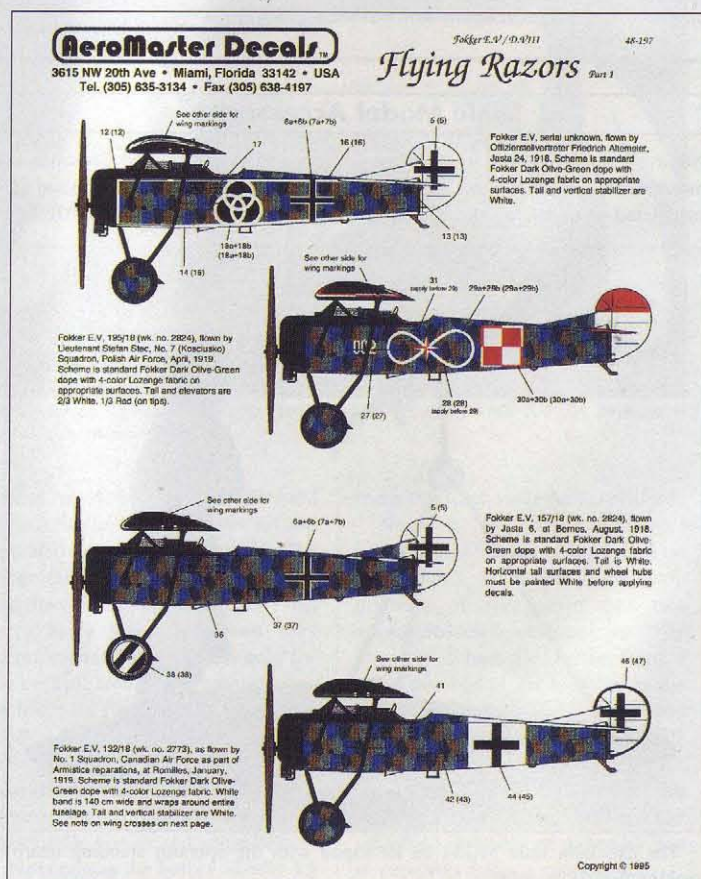
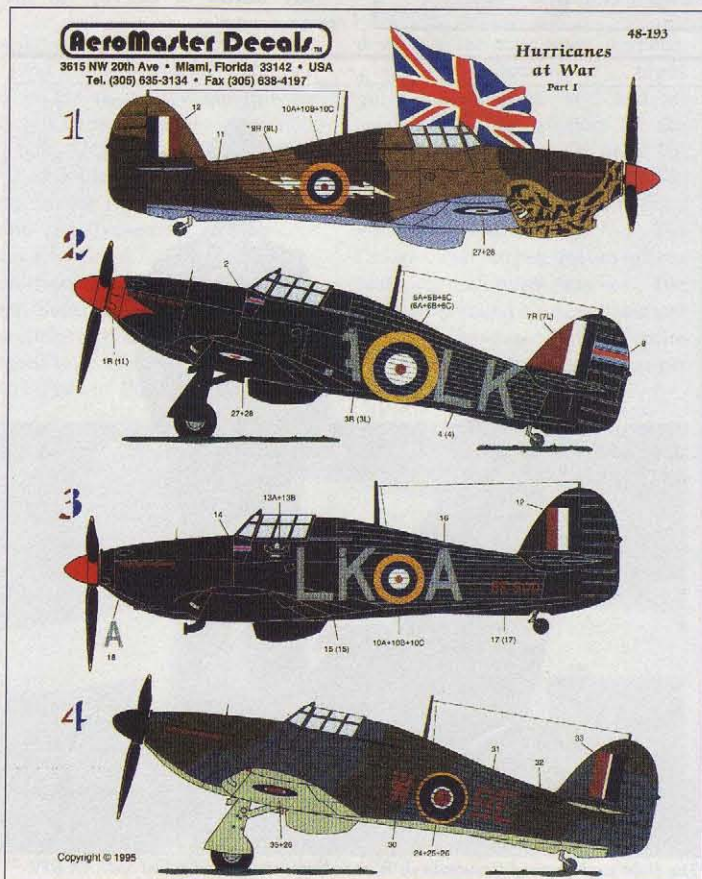
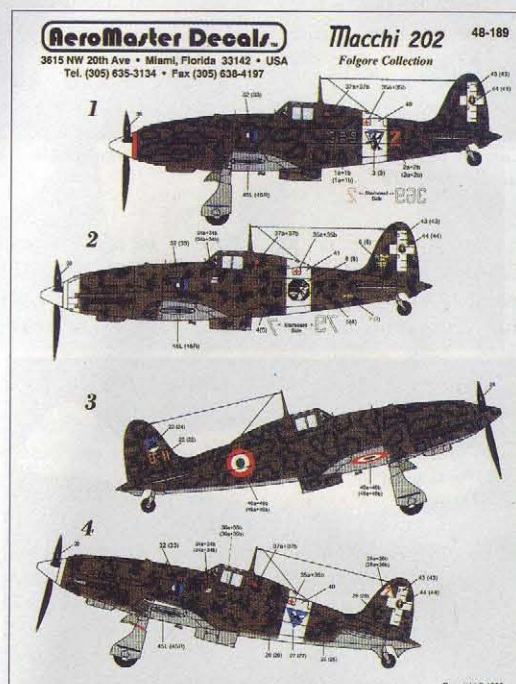
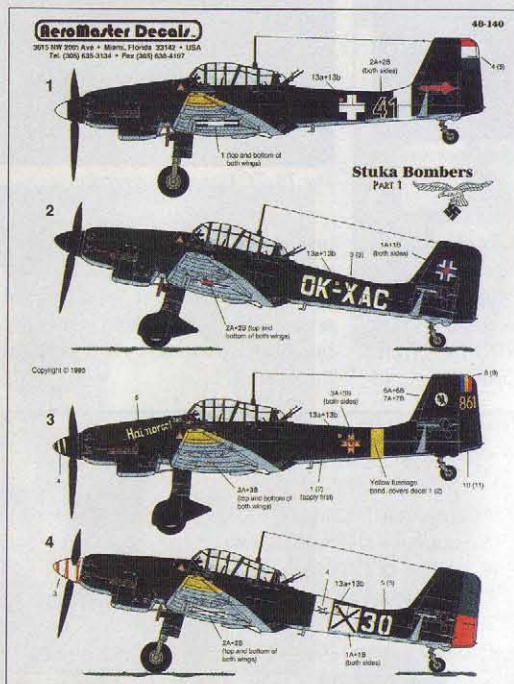
the machine has a wide white band around the fuselage and all over the tail surfaces.

Overall a good sheet and the one which gets my vote is the Polish Air Force example as it is very colourful.

We move into WWII with the next three sheets. The first is number 48-140 and this is for the Junkers Ju 87 and it is entitled "Stuka Bombers Pt.I" There are four options and the thing

you will instantly notice is that none of them are for Luftwaffe aircraft. The options therefore are;

● 1. D-5 coded B6+41 and operated by the Hungarian Air Force in 1943. The machine is in a standard Luftwaffe colour scheme of RLM 70/71 in a splinter pattern on the upper surfaces with RLM 65 underneath. Being Hungarian the machine has the horizontal stabilisers painted in the



national colours of red/white and light green.

● 2. D-1 coded OK-XAC and operated by the Slovakian Air Force in 1943. Once again the colour scheme is Luftwaffe as it is RLM70/71 on top and RLM65 underneath.

● 3. D-8 of the Rumanian Air Force, operated by the 3/6 Dive Bomber Group in September 1944. Once again the RLM70/71/65 scheme is evident although all the Luftwaffe national markings have been overpainted prior to the application of the Rumanian markings. The aircraft also carries the legend "Hai noroo!" just in front of the cockpit on the port side.

● 4. D-5, "White 30" operated by the Royal Bulgarian Air Force in 1943. The aircraft is RLM70/71/65 and it has a white band mid-way along the fuselage and the rudder is painted green at the top and orange at the bottom. The wing tips are yellow and the spinner is white with a red spiral.

This is an excellent sheet of some very unusual schemes for your Ju 87. All I can hope is that someone makes a decent modern version of the type in 1/48th scale before too long as the Monogram kit is a bit long in the tooth nowadays. As well as all the unique markings for the aircraft the set comes with another half size sheet of decals containing all the stencilling for three aircraft.

Next is sheet number 48-189 and

this is for the Macchi C.202. The sheet offers you schemes for six aircraft and these are;

● 1. 369 Sqn, 22 Gruppo, 53 Stormo operating from Campo Vesubio, Naples in 1943. The machine is Nocciola Chiaro with blotches of Verde Oliva Scuro on the upper surfaces and Grigio Azzurro Chiaro underneath. The spinner is white.

● 2. 79 Squadriglia, 6 Gruppo, 1 Stormo based at Tamet, Libya in January 1942. Once again the machine is painted in the same scheme as option 1.

● 3. 8 Gruppo, 5 Stormo aircraft operated at Galaline in November 1944. The colour scheme is the same as option 1 but the aircraft carries the late war roundels and has no white nose or fuselage band applied.

● 4. 74 Squadriglia, 23 Gruppo, 3 Stormo operating in Tunisia in 1943. The colour scheme is identical to option 1 and this aircraft also has a white tip to the extreme of the engine cowl.

● 5. 378 Squadriglia, 51 Stormo operating in Sicily in 1943. This time the machine is painted Verde Mimetico 2 with blotches of Giallo Mimetico 4 on the upper surfaces and Grigio Azzurro Chiaro 1 underneath. The aircraft also carries a white fuselage band and spinner, although this does have a camouflaged back plate and a red tip.

● 6. 356 Squadriglia, 21 Gruppo, 51

Stormo operating in Russia in 1942. The machine is once again in the same scheme as option 1 although this aircraft has a yellow nose and fuselage band.

All of the aircraft depicted on this sheet have yellow tips to the under surface of each wing.

Overall this is a superb sheet and all I wish is that I had a few Hasegawa Mc202's to put them on!

The final offering is a real corker. Numbered 48-193 the sheet is for the Hawker Hurricane and it is entitled "Hurricanes at War Part 1". The sheet offers you schemes for five aircraft and they are;

● 1. Mk I Trop P2638 operated by 274 Squadron and operating in North Africa in 1941. The aircraft is in Dark Earth over Middle Stone on the upper surface with Azure Blue underneath. The aircraft has a red spinner and the neatest bit about this machine, apart from the lightning strike through the fuselage roundel, is the fact that the lower engine cowl and leading edge of each wing has been painted in a lighter shade of Sand with Green splashes to simulate an Italian aircraft.

● 2. Mk I Coded A*LK and operated by 87 Squadron in December 1940. This machine operated from RAF Colerne and was flown by Sqn Ldr Ian R. Glead. The colour scheme is overall Night (black) and it has a red spinner and nose flash.

● 3. Mk IIc, BE500 coded LK*A and operated by 87 Squadron in the summer of 1942. This machine was flown by Sqn Ldr D.G. Smallwood and it operated from Charny Down. Once again the machine is overall Night and it carries a Sqn Ldr pennant and Smallwood's own personal motif under the canopy.

● 4. Sea Hurricane Mk IA, P3090 operating out of RNAS Lee-on-Solent. The machine is Dark Slate Grey and Extra Dark Sea Grey over Sky with a black spinner. The manufacturer notes that some sources say this machine had Azure Blue under surface, but as far as they are concerned Sky is a better option.

● 5. Sea Hurricane IIC of 835 Sqn FAA operating off HMS Nairana while on escort duty in the North Atlantic in 1944. This aircraft is white overall with Dark Sea Grey for anti-dazzle panels. The aircraft also had the remains of invasion stripes on the lower surface of the wings.

Overall this is a very good sheet. I personally like the first option because of that funny colour scheme but I suspect that any of the options on this sheet will make into an excellent model. The set actually consists of one full size sheet and one additional small section containing roundels so that all the options can be made. The sheet also contains two instrument panel decals.

New from Delta

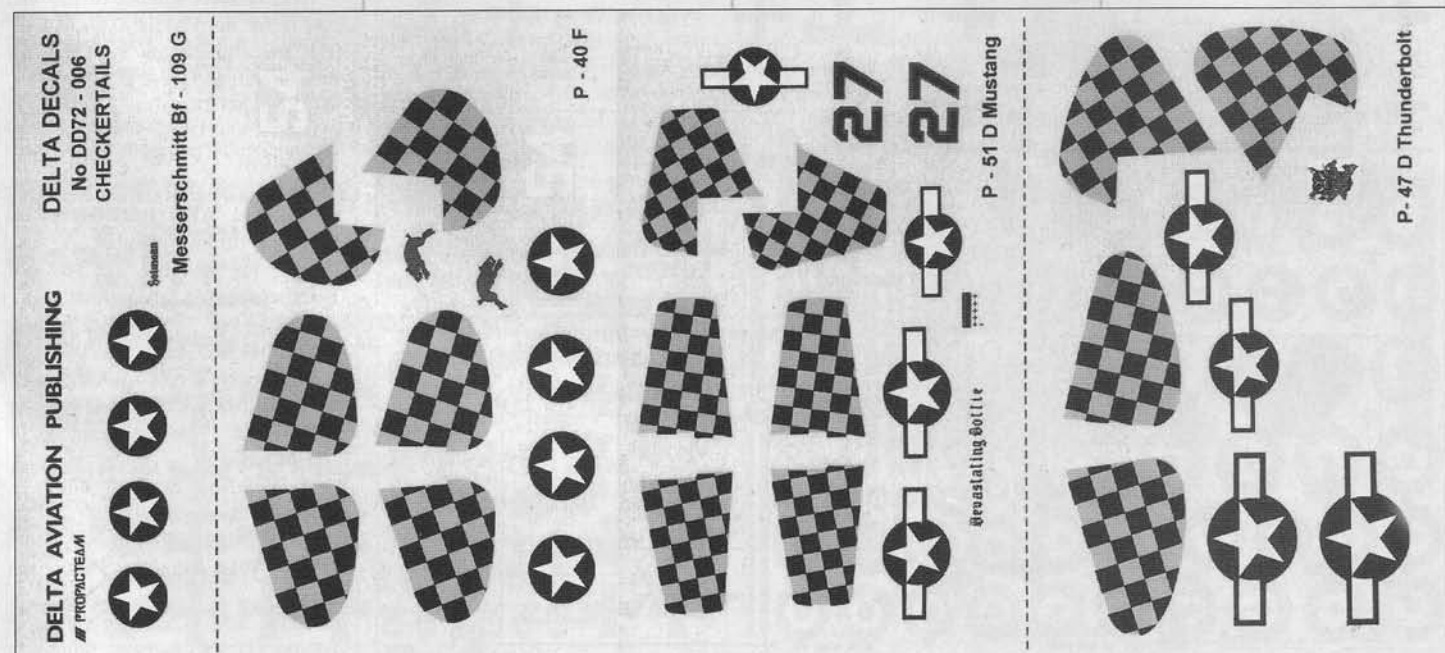
Two of the latest sheets from this manufacture have recently made their way to us. Both are in 1/72nd scale and as usual they have been printed for Delta by Propagteam in the Czech

Republic.

The first sheet is number DD72-005 and it is entitled "Croatian Air Force No 1". The sheet offers you schemes for four aircraft; MiG 21MF, Mil 24,

Mil 8 and Cessna T-41. The first is the MiG 21MF and this is operated by the 1st Fighter Squadron and is finished in Middle Stone (or Dark earth) and Dark Green over Light Grey. The decals are designed with the Fujimi MF kit in mind. The second option is the Mil 24

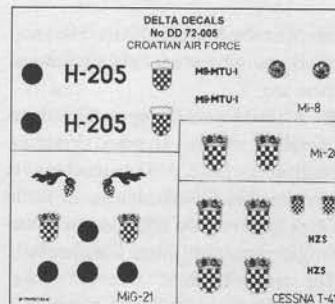
"Hind E" and this is for the Hasegawa kit. The machine is operated by an unknown unit and it is finished in Dark Earth and Middle Stone over Light Blue/Grey. Next comes the Mil 8TV and this too is operated by an unknown unit and it is finished in Dark Green,



Dark Earth and Light Green over Light Blue/Grey. These markings are designed for the KP kit. The last option is for a civil Cessna T-41 which was impressed into Croatian AF service in 1993. The machine is Olive Green with an irregular mottle of Dark Brown on the upper surface whilst still retaining the white undersurface of its civilian days. The civil registration under the wings have been crudely painted out in black. These markings are meant for the Eidai kit.

Next comes sheet number DD72-006 and this is entitled "Checkertails,

325th FG, USAAF". The sheet offers you markings for four aircraft and it will also be available in 1/48th scale (DD48-005). The options are a P-40F Warhawk which is in Dark Earth and Sand over Azure Blue with a red spinner and "Lott-O" legends on either side of the nose. Next is a P-51D and this is simply natural metal overall with red tips to the wings and the engine cowl plus the entire spinner. Then comes the P-47D "Razorback" Thunderbolt. This is Olive Drab over Neutral Grey and it has yellow and black cowling gills and a red forward



cowl ring. The final option is a real gem as it depicts a captured Bf 109G-6. The machine was painted black

overall with a red rudder and spinner and christened "Hoimann".

Overall both of these sheets are excellent. When you use them you should appreciate that Porpagteam decals can be a little fragile, but if handled with care I am sure that you will be able to make up some very striking models with these two sheets. The UK price for each sheet is just £3.50 and they are highly recommended to all.

My thanks to Delta Aviation Publishing for the review samples.

New from Blue Rider

When ever Blue Rider send us some review samples of their latest decal sheets my knowledge of world aviation history seems to increase as they cover so many aspects of the topic that it never ceases to amaze me just how many obscure, but extremely interesting, colour schemes they can come up with.

The most recent selection of sheets came our way and all of them are in 1/72nd scale. First is sheet number BR237 and this is "Jagdstaffel 19" and it deals with the Fokker Dr.I. You get three very colourful options on the sheet and these are;

S/No 433/17 (wk.no 2058) flown by Lt. der Reserve Arthur Rahn. this machine is Dark Olive streaky dope on all the upper surfaces with Turquoise underneath. The cowl is white and the tail is striped yellow and black.

S/No unknown and the pilot is not confirmed but this machine has Dark Olive streaky dope on the upper

surface of the wings and Turquoise underneath. The fuselage is white underneath with yellow on the sides and top. The cowling is white and the tail is striped yellow and black.

S/No unknown and pilot unconfirmed. This aircraft is Dark Olive streaked again on all upper surfaces, except the top of the upper wing, which is white. All the underneath is Turquoise. The cowl is white, as is the rudder and the tailplanes have yellow and black stripes.

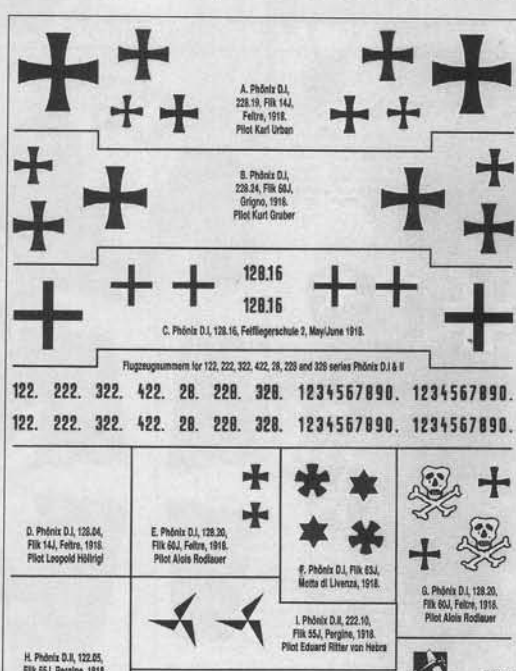
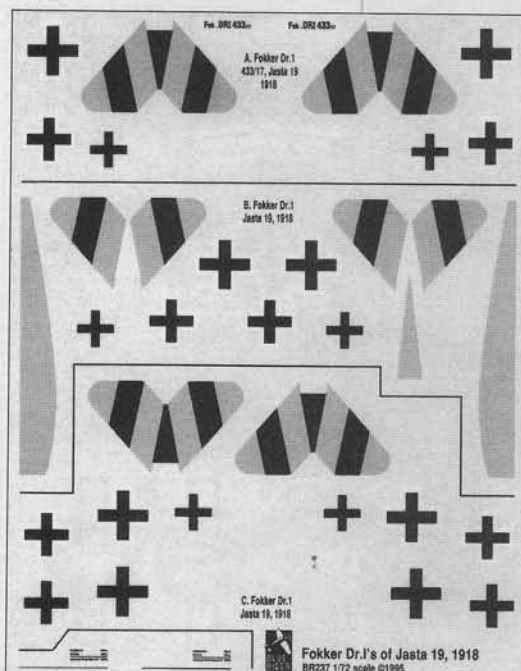
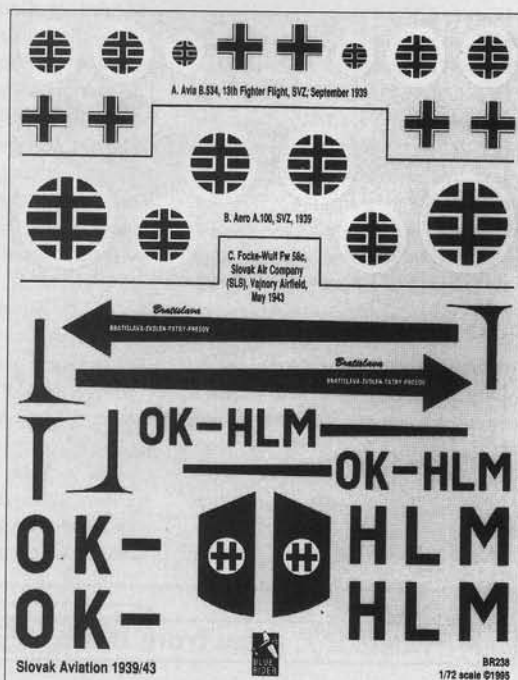
Next is sheet number BR238 and this is for "Slovak Aviation; Military & Civil 1939-43". There are options for three machines on the sheet and these are as follows;

Avia B.534 of the 13th Fighter Flight (Letka 13) operating from Tri Duby Airfield from April 1940 to February 1941. The machine is Dark Green on top with Pale Blue underneath and it carries both Slovak and Luftwaffe national markings on

the wings and fuselage.

Aero A.100 of the 64th Long Range Reconnaissance Squadron (Letka 64) operating from Peistany Airfield in April 1940. This machine is in the same scheme as the Avia although the only national insignia carried is Slovak.

Focke-Wulf Fw 58C "Wiehe". Coded OK-HLM this machine was operated by SLS (Slovak Air Company) at Vajnory Airfield from May to September in 1943. The aircraft is



natural metal overall with a yellow rear fuselage stripe and yellow lower wing tips.

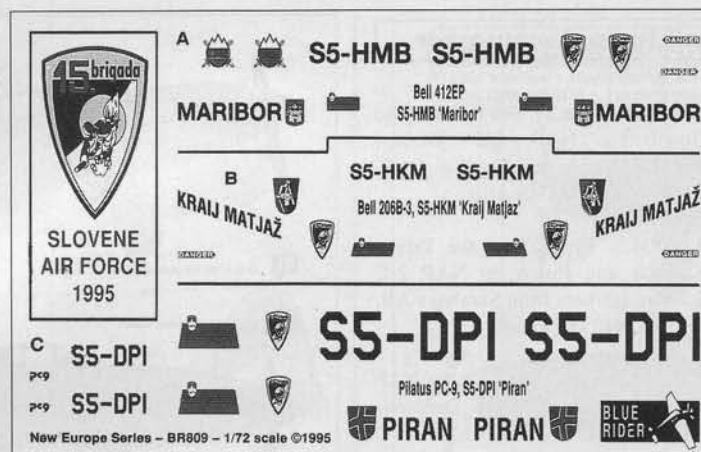
Next is sheet number BR239 and this is for the Phoenix D.I and D.II. The sheet gives you markings for nine aircraft and these are;

- D.I S/No 228.19, Flik 14J, Feltre (11 AK), May 1918. Flown by Offz Karl Urban
- D.I S/No 228.24 of Flik 60J, Grigno (11 AK), February 1918. Flown by Offz Kurt Gruber.
- D.I S/No 128.16 of Feldfliegerschule 2, May/June 1918.
- D.I S/No 128.04 of Flik 14J, Feltre (11 AK) in July 1918. The pilot was Zgf. Leopold Höllrigl
- D.I S/No 128.20, Flik 60J, Feltre (11 AK) in 1918 and flown by Lt Alois Rodlauer.
- D.I S/No 228.xx of Flik 63J, Motta di Livenza in 1918.
- D.I S/No 328.26, Flik 14J, Feltre (11AK), 1918. Piloted by Fw. Johann Malz
- D.II S/No 122.05 of Flik 55J, Pergine (11 AK) in 1918. Pilot was

- D.II S/No 122.05 of Flik 55J, Pergine (11 AK) in 1918. Pilot was Kpl. Otto Kullas
- D.II S/No 222.10, Flik 55J, Pergine (11 AK), 1918. Flown by Oblt. Eduard Ritter von Herba.

Each machine has a complex colour scheme and luckily Blue Rider have gone into some depth with this separately on the sheet, so you should have little trouble there.

The last offering is BR809 and this is entitled "Slovene 15 Brigada" and it deals with the new aircraft in service in 1995. The options are a Bell 412EP operated by the Slovenian Territorial Defence Force based at Portoroz. This helicopter is finished in a three-tone Dark Green, Mid Green and Chocolate Brown colour scheme. Low-vis markings



are used. Next is the Bell 206B-3 Jetranger of the 15th Aviation Brigade, although this time it is based at Brnik. Once again an

overall scheme is applied and it consists of Dark Green and Chocolate Brown although full colour Slovak markings are carried

by this machine. The final option is a Pilatus PC-9 and this is in use with the Slovenian Territorial Defence Force based at Portoroz. The machine is red on the under surfaces with white on top.

All of these sheets are to be recommended and I think that is you are attempting to have a few "different" colour schemes in your model collection you can't go far wrong in collecting a few of the sheets from Blue Rider.

My thanks to Blue Rider for the review samples. The prices for the sheets featured are; BR237 - £3.50, BR238 - £3.50, BR239 - £3.50 and BR809 £2.80. All products can be obtained direct from the manufacturer or from selected specialist model shops.

National Insignia from Pegasus

Having already had a quick look at these products in last months News Update pages many of you I am sure will have already purchased a few of these excellent new decal sheets from Pegasus.

The first three sheets consist of two German/Austro Hungarian and one RFC. The first sheet is entitled German National Markings Vol 1 and it covers German and Austro Hungarian markings for the 1914-16 period. The markings are based on the research done by Windsock and the sheet is the first to offer you the "Maltese" style of crosses. The sheet contains no fewer than eighty-two individual crosses and these are broken down into twelve different sizes and styles. White borders, white surrounds or simple black crosses are included. The sheet also contains numerous "Axial" trade marks, in fact there are enough for over 60 aircraft. On top of all this there are also eighteen assorted Austro Hungarian Crowns and these are offered in the

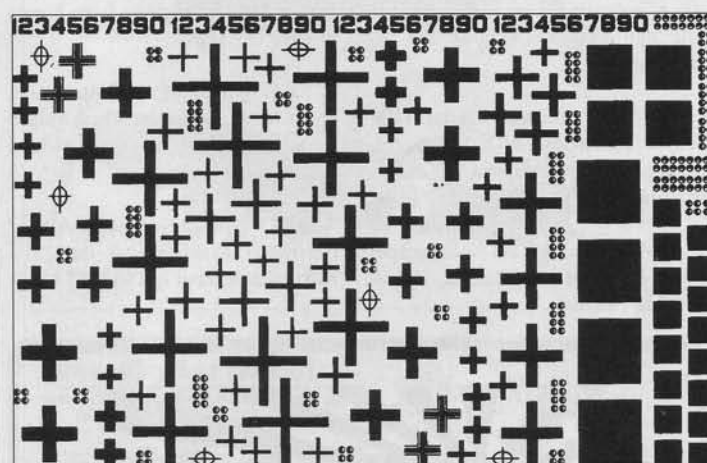
authentic red and gold colours.

For just £3.50 you get a lot for your money on this sheet.

Next is the second part of this set, German National Markings Vol 2 and this consists of the more usual "Iron" cross style of national insignia. The sheet has over one hundred individual crosses and on top of this there are also those "Axial" trade marks for over 60 aircraft. The sheet is finished off with the inclusion of Turkish markings just for good measure.

Once again this sheet is just £3.50 and is well worth investing in if this is your particular field of interest.

The last sheet is for RFC machines and it is entitled British/RFC National Markings. The sheet is the same size as the previous two (210 x 130mm) and on it you get a wide selection of roundels applicable to all aircraft of the 1914-18 period including two-seaters. Both styles of roundel are included, the difference being in the size of the centre spot and the sheet also contains various lengths of



stripes for the rudder. All of the markings are in the correct Ultramarine and red colours and there are over one hundred separate roundels on the sheet.

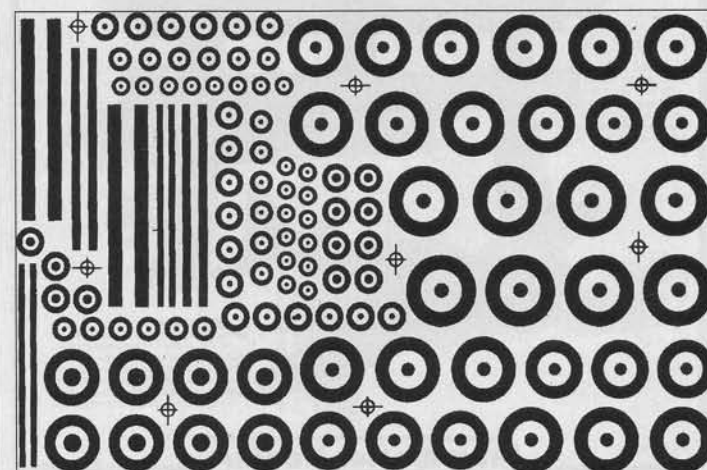
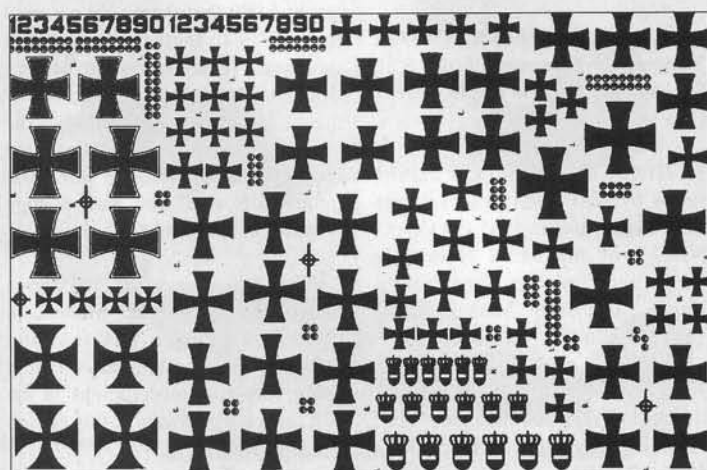
This is a very worthwhile addition to any WWI modellers decal stock and for just £3.50 it represents good value for money.

All three of these sheet are highly recommended and they can be

obtained direct from the manufacturer for the prices quoted as postage is free worldwide. The address is;

PEGASUS
Lancaster house, P.O Box 50
Whitstable, Kent. CT5 2UX
Tel 01277 277569

My thanks to Pegasus for the review samples.



"Eagles of the Rising Sun" from Aeromaster

Moving away from the usual sheets from AeroMaster I thought that I should take the opportunity to have a little detailed look at the special decals and booklet set that came out a while ago. Entitled "Eagles of the Rising Sun" and numbered SP48-04 the set comprises of a twenty-six page booklet, of which 5 are in full colour plus three and a half decal sheets.

The first section of the book is a mass of information on Japanese aviation structure, ranks etc, and the five pages of colour depict all the aircraft which are offered on the decal sheets. The last section of the book deals with modelling each of the options in the book and there are lots of notes on colour and markings. The options in this book are as follows.

1. Ki-27 Otsu, Shimada Chutai, 11th Sentai flown by WO Hiromichi Shinohara in Manchuria in 1939. His final score of kills was 58.

2. A6M2a Type 11, 12th Kokutai and flown by Lt Minoru Suzuki, China 1940-41 (8 kills).

3. A6M2b Type 21, 3rd Kokutai and flown by NAP 2/C Yoshiro Hashiguchi from Kendrai AB, Celebes in 1942 (10+ kills)

4. A6M2b Type 21 of the Tainan Kokutai and flown by NAP 2/C Susumu Ishihara from Surabaya AB, Java in 1942 (16 kills).

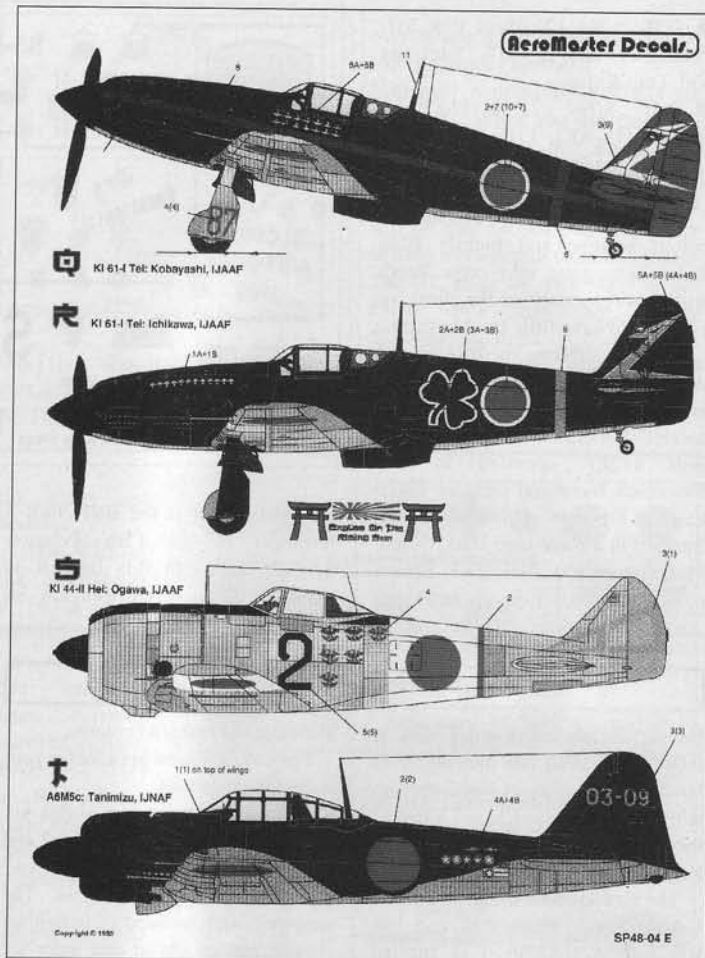
5. A6M2b Type 21 flown by NAP 1/C Saburo Sakai from Denpasar AB, Bali in 1942 (64 kills).

6. Ki-43-I flown by Lt Col Tateo Kato the commander of the 64th Sentia from Burma in 1942 (18 kills).

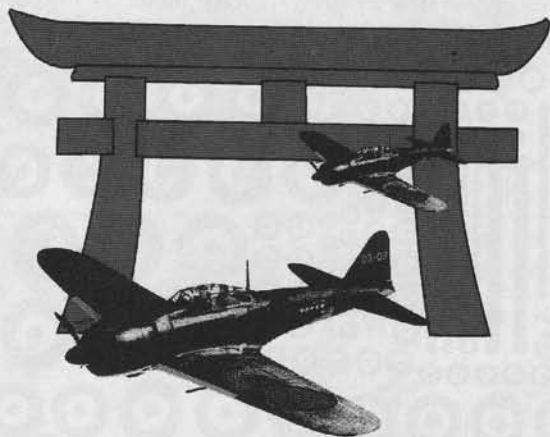
7. Ki-43-I of the 50th Sentai, flown by Sgt Satoshi Anabuki from Burma in 1943 (39 kills).

8. Ki-43-II Kou of the 59th Sentai, 2nd Chutai, flown by Capt Shigeo Nango from New Guinea in 1943 (15 kills).

9. A6M3 Type 22 flown by NAP 1/C Horoyoshi Nishizawa of the 251st Kokutai at Rabual in 1943 (87 kills).



Eagles of the Rising Sun



Aeromaster Decals

SP48-04

10. A6M3 Type 22 operated by the 202nd Kokutai and flown by NAP 1/C Kiyoshi Ito from Kupang AB in the spring of 1943 (17 kills)

11. Ki-61-I Otsu flown by Maj Shogo Takeuchi of the 68th Sentai in New Guinea in 1943 (19 kills).

12. A6M3 Type 22 flown by WO Tetsuzo Iwamoto of the 253rd Kokutai from Rabaul in 1944 (80 kills).

13. Ki-43-II Otsu of the 25th Sentai and flown by Major Toshio Sakagawa the unit commander from Hankow in 1944 (15 kills).

14. Ki-44-II Otsu flown by Lt.Col Yukiyoishi Wakamatsu of the 85th Sentai, 2nd Chutai in China in 1944 (18+ kills).

15. N1K2-J of the 343rd Kokutai and flown by NAP 1/C Shoichi Sugita from Matsuyama in 1945 (70 kills). N1K2-J of the 343rd Naval Air Group and flown by Capt. Naoshi Kanno, also from Matsuyama in 1945 (25 kills).

16. Ki-61-I Tei of the 244th Sentia flown by their commander Maj. Teruhiko Kobayashi at Chofu in May 1945 (12 kills).

17. Ki-61-I Tei flown by Capt. Chuichi Ichikawa of the 244th Sentai, 3rd Chutai from Chofu in 1945 (10+).

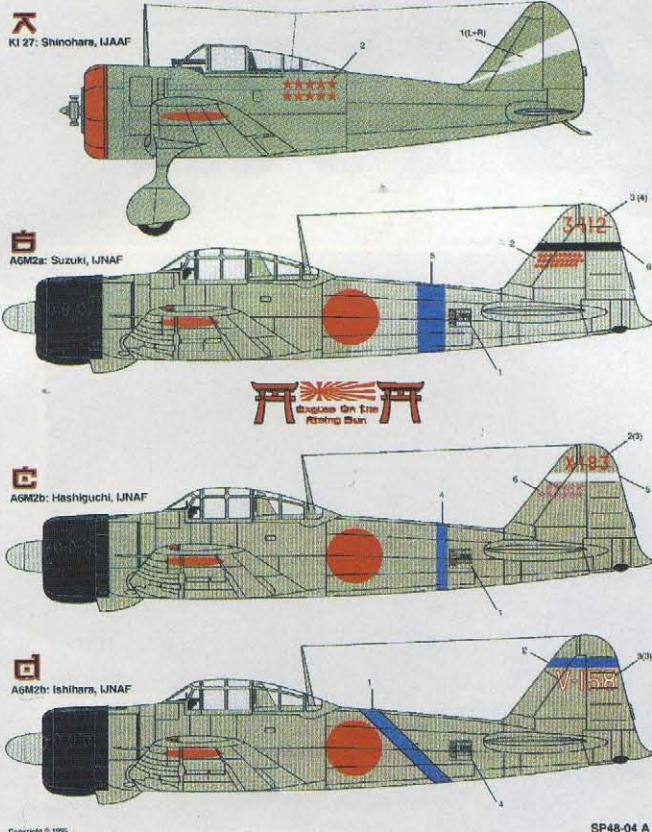
Ki-44-II Hei of the 70th Sentai, 3rd Chutai and flown by 2nd Lt. Makoto Ogawa from Chiba in June 1945 (9 kills).

18. A6M5c Type 52 of the 303rd Hikotai, 203rd Kokutai and flown by WO Takeo Tanimizu from Kagoshima in June 1945 (18 kills).

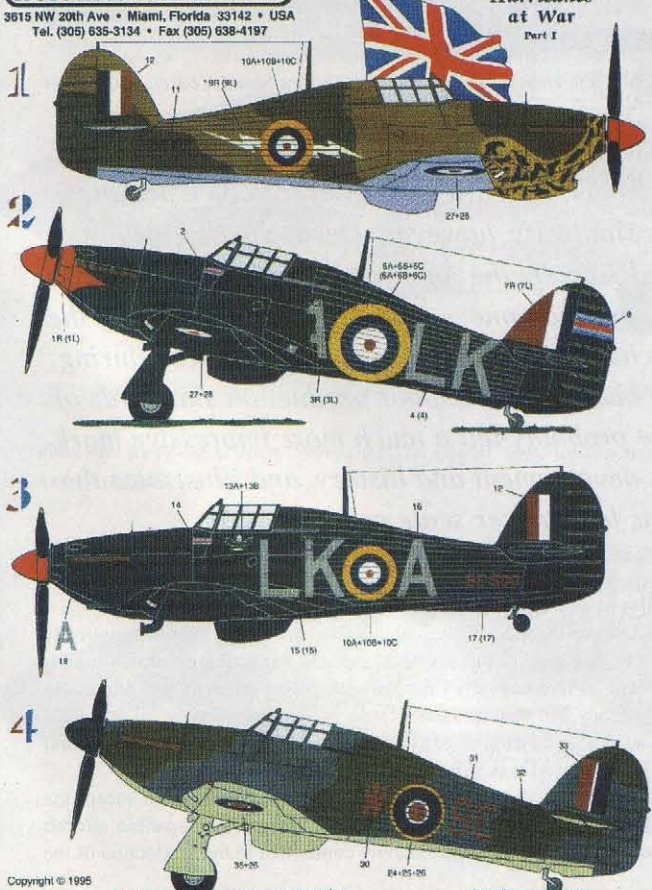
This is one hell of a package and at just £15.99 you get a lot for your money. The initial production was set at 5,000, but these sold out very rapidly so another batch was produced. This too has proved very successful and I do not know how many, if any, are still about. The second edition did not include all the information sections of the first production, so if you want a copy you had better move fast.

The UK source at the price mentioned is Mary-L Models in Bristol, although AeroMaster products can also be obtained from other specialist model shops in the UK, check the adverts in this edition for stockist.

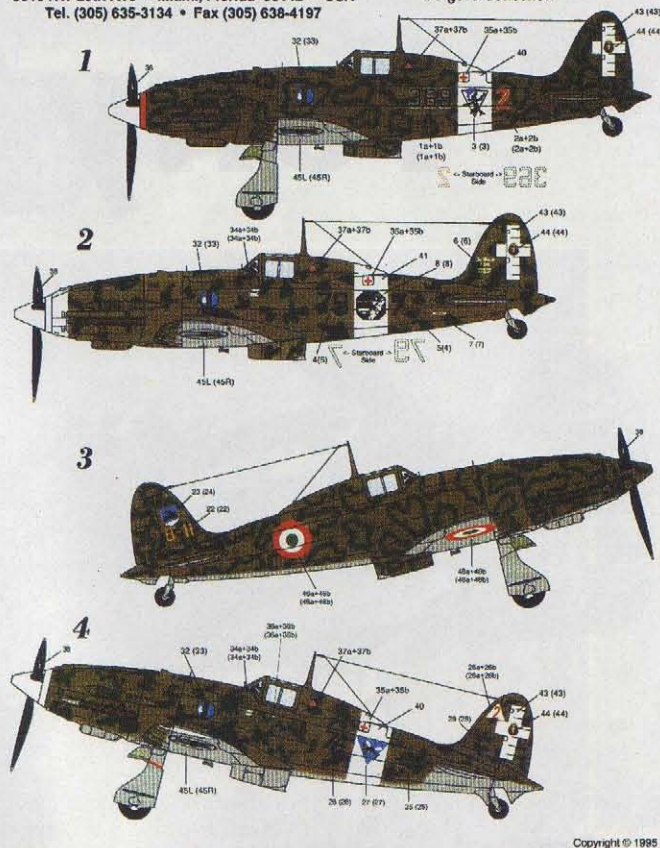
AeroMaster Decals™



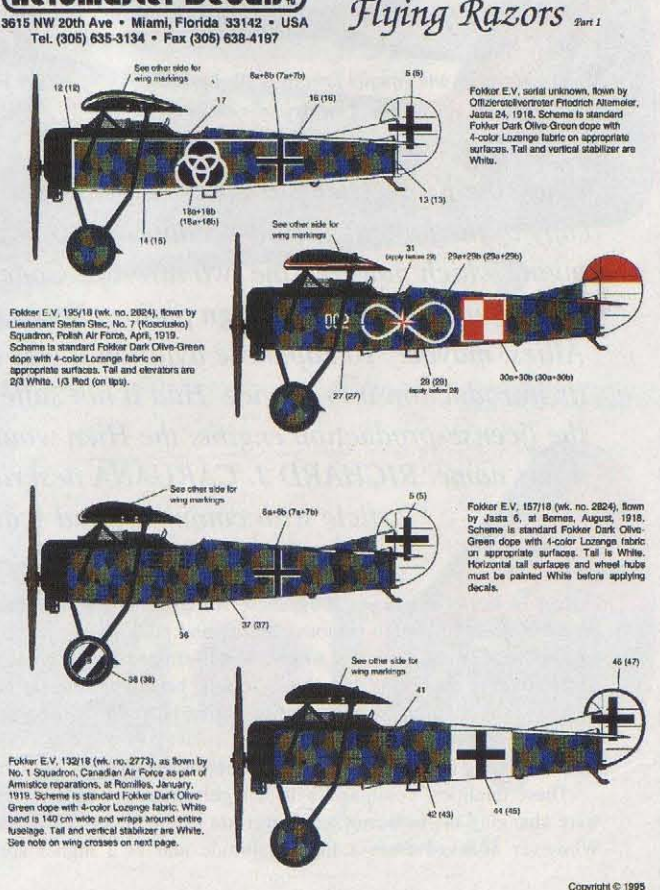
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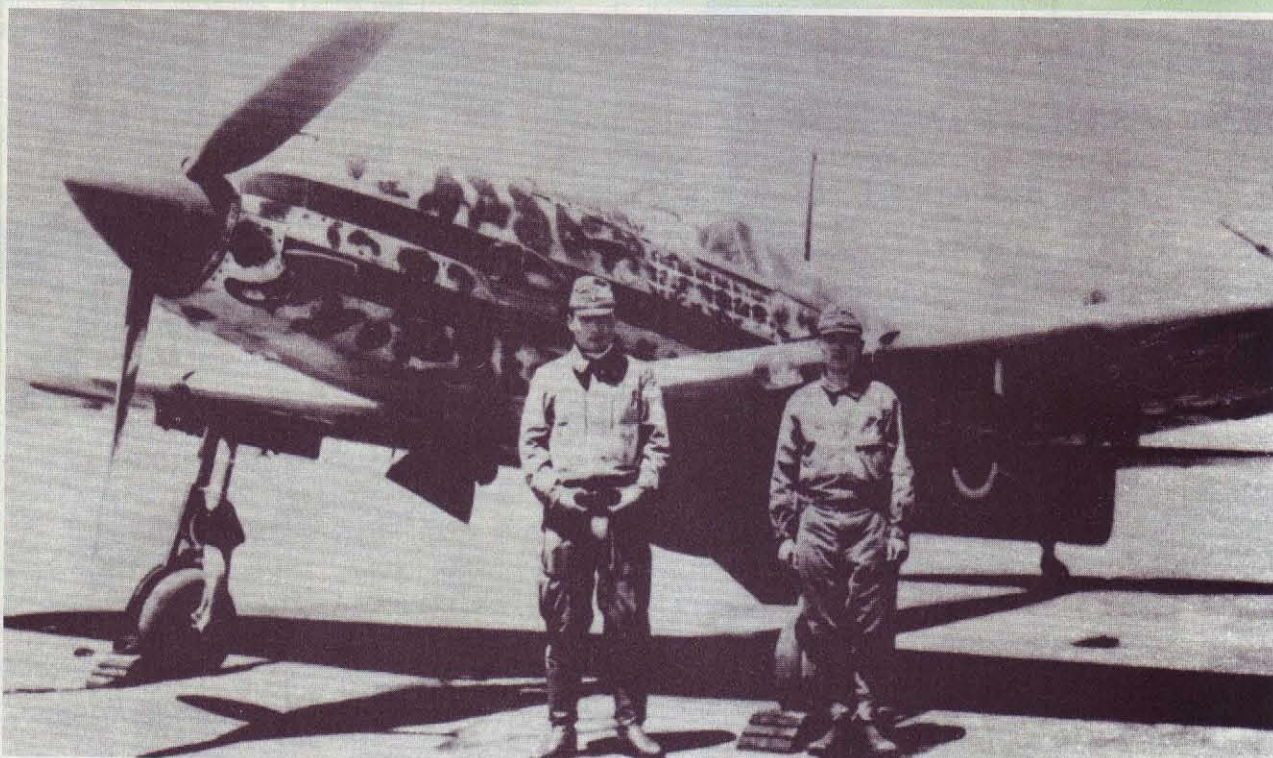


AeroMaster Decals™



Ki-61

"Tony's" War



Famous aircraft and equally famous pilot: Ki-61-1 flown by Major Tembico Kobayashi, commander of the 244th Shinten Sentoki, based at Chofu in 1943. Note the silhouettes of victory kills under the cockpit

When the Ki-61 Hien started to appear in some numbers, the Allies believed it to be a Japanese copy of the famous Messerschmitt Bf.109. The only similarity, however, was in the origins of the engine which powered the two aircraft. Code-named Tony by the Americans, the Ki-61 proved to be a radical change in design philosophy in more ways than one — though not in the eyes of the Allies, maybe! To Japanese aviation it was as much of a milestone as was the A-6 Zero during its introduction into service. Had it not suffered so badly from the poor production standards of the license-production engine, the Hien would have probably left a much more impressive mark to its name. RICHARD J. CARUANA describes its development and history, and illustrates the article with colour art and scale plans for quarter scale enthusiasts.

Fighter tactics of the Imperial Japanese Army Air Force were based on the concept of superb manoeuvrability and pilot skill — these, it was believed, were sufficient to give a well-trained fighter pilot the edge on any opponent. However, it was becoming increasingly obvious from the lessons learnt during the early stages of the war in Europe (and the Battle of Britain, in particular) that speed and climb were becoming determining factors in aerial dog-fighting.

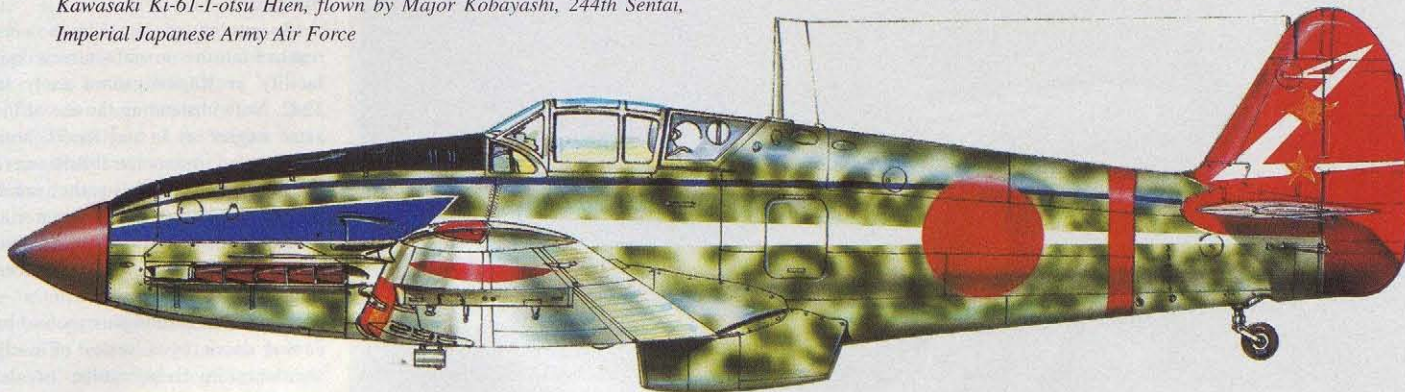
These qualities, combined with a highly manoeuvrable aircraft, were changing the tactics of aerial warfare of the major combatants. Who-ever attacked from a higher altitude and at a higher speed

enjoyed a distinct advantage.

During the mid-thirties, the Kawasaki design team had already begun to adhere to the new thinking and was looking towards liquid-cooled in-line engine as the definite power plant of the future. By 1937 they had acquired the license production of one of the world's most advanced engine of its time, the Daimler-Benz DB601A, but official interest was still lacking.

By 1940, even diehards in high official circles had to accept the changing concepts of fighter tactics. Although the Japanese aircraft industry was, by that time, heavily committed in the production of the

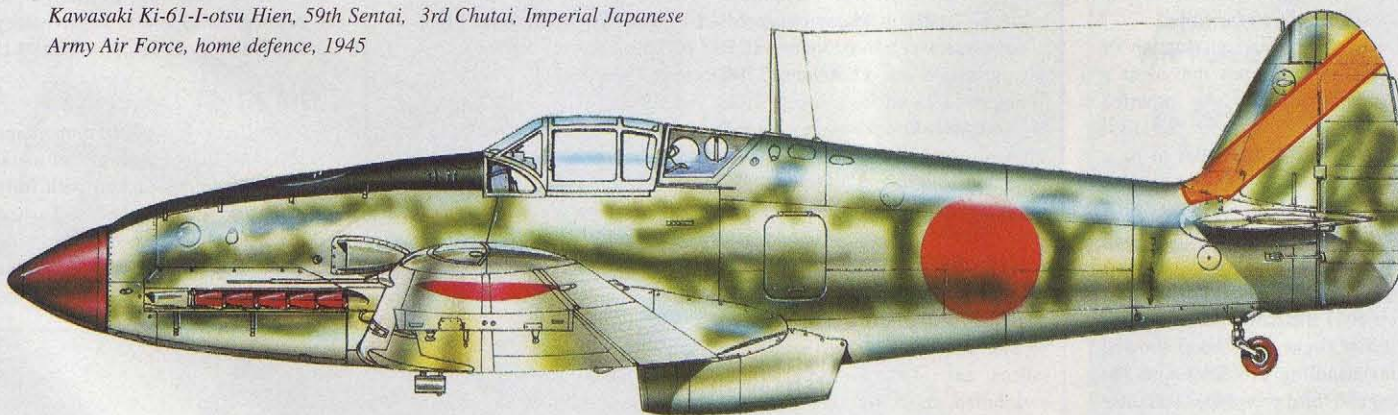
Kawasaki Ki-61-I-otsu Hien, flown by Major Kobayashi, 244th Sentai, Imperial Japanese Army Air Force



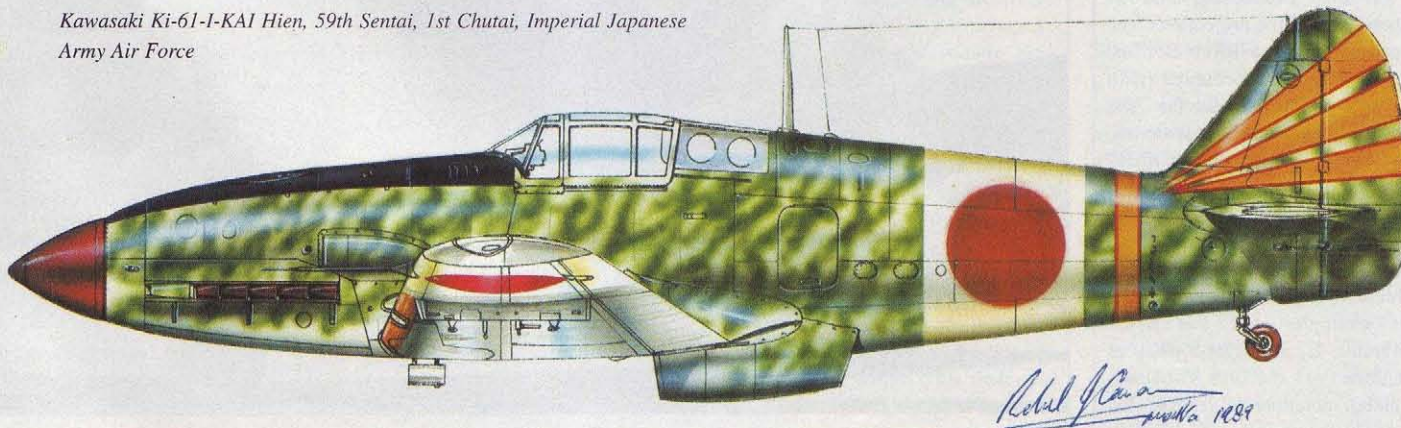
Kawasaki Ki-61-I-KAI Hien, 68th Sentai, HQ Chutai, Imperial Japanese Army Air Force, New Guinea, 1945



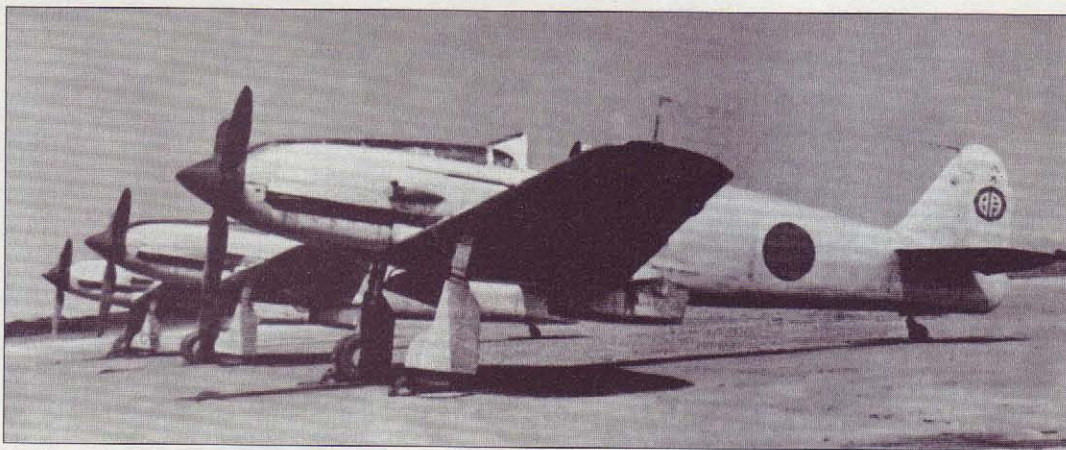
Kawasaki Ki-61-I-otsu Hien, 59th Sentai, 3rd Chutai, Imperial Japanese Army Air Force, home defence, 1945



Kawasaki Ki-61-I-KAI Hien, 59th Sentai, 1st Chutai, Imperial Japanese Army Air Force



Colour Art: © Richard J. Caruana



Ki-61-I of the Akeno Flying School photographed in 1943. The school insignia is carried on the rudder above which can be seen the pilot's initials

A-6M "Zero" as its main fighter aircraft, a more modern and efficient fighter became a matter of urgency.

Thus Kawasaki received instructions in February 1940 to begin design work around the DB601A in-line engine of two fighter aircraft, one of which was to be a special cannon-armed version. The projects were assigned the designations Ki-60 and Ki-61. The Ki-60, which was to be the version with the heavier armament, was to be given special priority. The time lost in getting the license production of the DB601A off the ground had to be recuperated and a Kawasaki team went to the Daimler-Benz works in Germany in April to study production techniques and the adaptability of this engine to Japanese production facilities.

Detail design and production of three Ki-60 prototypes moved at a fantastically fast pace. An imported DB601A was fitted to the first prototype which turned out to be a superbly compact fighter, heavily armed with two wing-mounted Mauser MG151 20mm cannon and two fuselage 12.7mm machine guns firing through the propeller arc. By March 1941 the Ki-60 was complete but initial flight trials soon showed serious handling problems and the second and third prototypes had their wings redesigned with larger wing area.

Meanwhile the design of the Ki-61 was also proceeding and by summer of 1941 the project received top priority keeping Takeo Doi and Shin Owada fully occupied with their new fighter. While the first prototype was under construction, Akashi were working on the Ha-40 engine, the DB601A license version with the initial bench testing taking place in July, 1941. By the end of the year Akashi delivered two pre-production engines and a further eight examples for the Ki-61 programme. By the second week of December 1941 the first Ki-61 was complete, including all engine fits and from the results of the first flights it was obvious that this

aircraft was going to be a superb all-rounder.

Speeds of up to 367mph were reached at the manufacturer's test facility at Kagamigahara early in 1942. Notwithstanding the use of the same engine as in the Ki-60, both speeds and manoeuvrability were markedly improved in the much larger Ki-61. Long term material procurement and mass-production jigs were already at an advanced stage.

The initial elation was soon to be cooled down by a series of nasty accidents involving some of the other eleven prototypes, including some incidents which remained unexplained even after lengthy inquiries. This did not affect the full impetus of the programme and advanced production got under way just the same. The prototypes and early production aircraft nearly all differed in detail, due to the extensive experimentations on even the minutest details. For example, the thirteenth Ki-61, which was the first example to be built on production jigs, was fitted with a side-opening canopy similar to that used by the Bf.109. This canopy came off its hinges in flight, squashing the pilot into the cockpit; miraculously, major Aramaki made a perfect landing on instruments only, not being in a position to see where he was going!

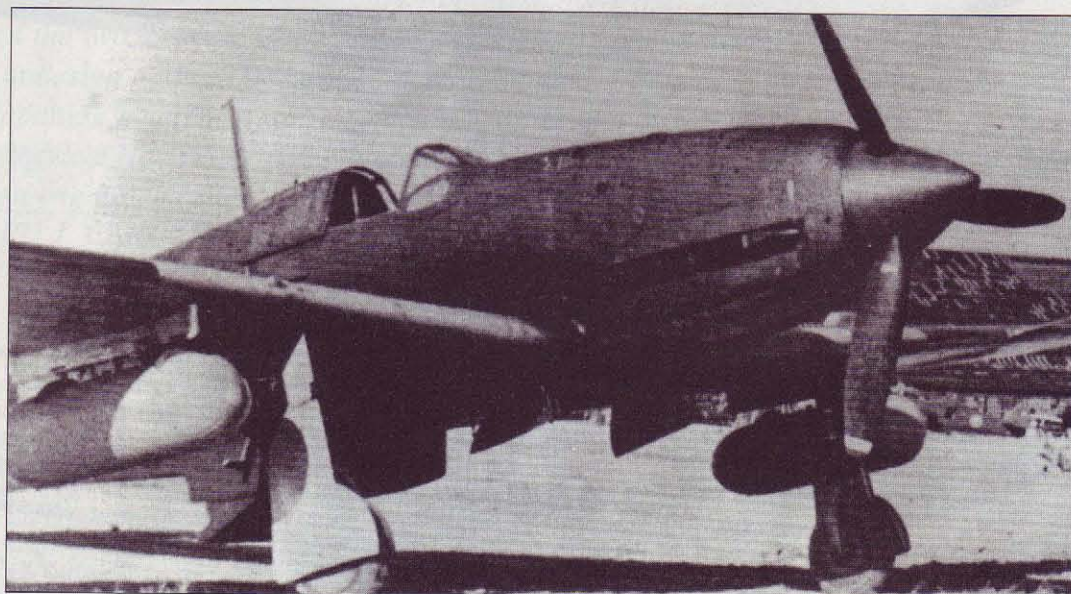
In spite of these shortcomings, the Army had no hesitation in accepting the type into its inventory as the Army Type 3 Fighter Model 1.

The Ki-61 Described

Of cantilever low-wing monoplane design, the Ki-61 was of all-metal flush-riveted construction with fully retractable mainwheels and (on early models) tailwheel. The wing was built on three spars with the pilot's seat being positioned on the

Kawasaki Ki-61 Hien Technical Specification

Type:	Single-seat fighter
Engine:	One 1,175hp Kawasaki Ha-40 inverted-vee 12-cylinder liquid-cooled (Ki-61-I); one 1,450hp Kawasaki Ha-140 inverted-vee, 12-cylinder liquid-cooled (Ki-61-II)
Dimensions:	Span – 12m (39'4"); length – 8.94m (29'4") (Ki-61-I); 9.16m (30') (Ki-61-II); height – 3.7m (12'2")
Weights:	Empty – 2630kg (5,798lb) (Ki-61-I); 2855kg (6,294lb) (Ki-61-II); max. loaded – 3825kg (8,433lb)
Performance	
Ki-61-I:	Maximum speed – 560km/h (348mph); initial climb – 675m/min (2,200' per min); service ceiling – 10,000m (32,800'); range – 1600km (990miles)
Ki-61-II:	Maximum speed – 610km/h (379mph); initial climb – 675m/min (2,200' per min); service ceiling – 11,000m (36,100'); range – 1800km (1,100miles)
Armament:	Ki-61-Ia – Two 20mm MG 151/20 in wings, two 7.7mm above engine; Ki-61-Ic same but with 30mm cannon in wings; Ki-61-IIb – four 20mm Ho-5 in wings
First Flight:	Ki-60 – March 1941; Ki-61 December 1941



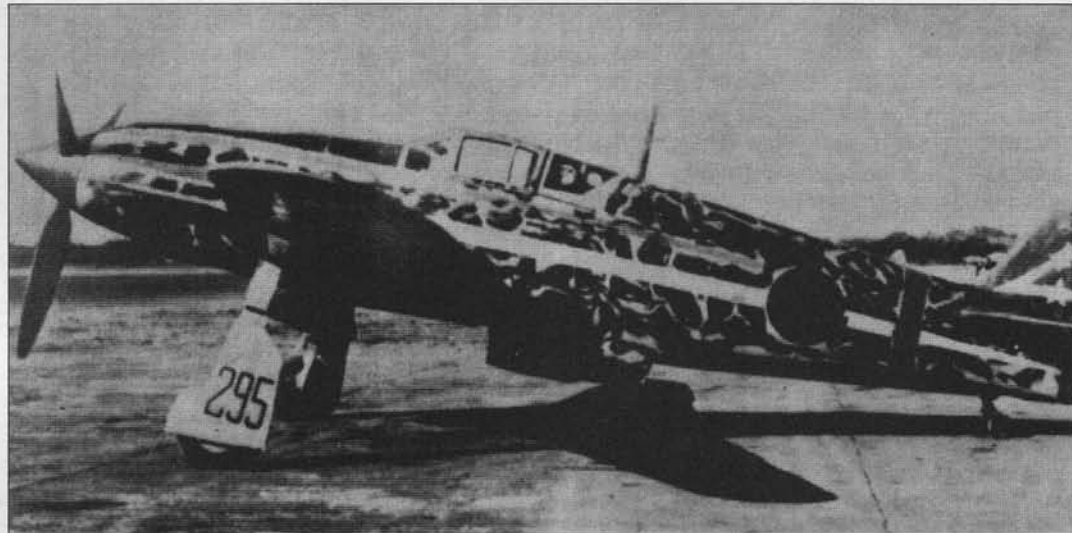
A Ki-61 Hien in the early blue-grey upper-surface finish. Undersurfaces were left in natural metal. Note the yellow and orange propeller tips and the underwing fuel tanks

rear one. Each wing housed a 200-litre self-sealing fuel tank and included internal plumbing for supplementary external underwing tanks for a further 200 litres.

The forward section of the fuselage consisted of the engine and its ancillary equipment, fuselage mounted guns and ammunition tanks followed by the fire bulkhead for the cockpit to which the pilot's instruments were attached. On top of the control panel was fitted a standard gun sight with flat optical sight. The forward windscreen panel consisted of armoured glass, while pilot protection in the form of 13mm armour plating was fitted to the headrest and seat's back — quite a luxury on Japanese aircraft of the time!

Access to the aircraft was by climbing up a footrest which retracted into the wing trailing edge fillet on the port side, and a spring-loaded handhold half-way up the fuselage. The canopy slide aft. Just behind the pilot was the fuselage fuel tank of 165 litres followed by a Type 99-III radio pack. A port fuselage access panel was positioned between these two.

The standard production aircraft was powered by a Kawasaki Ha-40 12-cylinder inverted-vee engine of 1,175hp. Armament consisted of two



Ki-61 Hien of the 244th Sentai, HQ Chutai which has dark green mottling over the natural metal finish on the upper surfaces. This very colourfully marked example has a blue fin and rudder and vertical fuselage band, which are in the Chutai colour while the yellow Sentai colour is represented by the horizontal fuselage stripe

during a test flight to intercept a formation of B-25 Mitchells. These were J.H. Doolittle's bomber force which had taken off from USS Hornet to bomb mainland Japan. The Ki-61 gave chase but only managed a burst of gun fire at very long range with no apparent results.

As the Hien began to leave the production lines in some numbers the wing armament fit varied between the prototype's 7.7mm and

armed and fast fighter but not one to be thrown about the sky with ease. In the Philippines the 17th, 18th and 19th Sentai were formed in February 1944. For defence of the home islands (August 1944) the 56th and 105th were formed while the 59th later changed its Ki-43s for the Ki-61. Home defence was the responsibility of the 224th Sentai together with the 28th.

The demand for heavier fire-power became more urgent when the Ki-61 began to encounter the newer generations of US fighters. The 20mm Ho-5 cannon was nearly ready for mass production and eventual replacement for the fuselage guns of the Hien but in the meantime the early versions of the Ki-61 began to be converted, even on the field, to take Mauser MG151 20mm cannon in the wings. Japan received from Germany (via submarine) 800 such weapons in August 1943 which went to arm over 380 Hiens. Early in the following year the Ki-61-I-KAI-hei(c) armed with fuselage-mounted 20mm cannon was available and by mid-summer of 1944 the earlier versions had all been withdrawn from front line use. The type was identifiable from the slightly lengthened engine cowl.

The additional weight sacrificed little of the Ki-61's performance, which in any case was more than compensated for by the higher fire-power. However, Japan's reserves of materials and even of skilled labour were becoming scarcer and the standard of aircraft production fell to miserable levels with tragic consequences.

The next version to appear was the Ki-61-I-KAI-tei(d) which reverted to the 12.7mm fuselage guns but housed two 30mm Ho-105 cannon in the wings. This fit turned out to be very disappointing in performance and was soon phased out of production. This fall in quality

was further complicated by a fall in production rate from a peak of over 200 examples a month to a mere 50 by the end of 1944.

A Better Hien

No sooner had the H-40 engine entered production that attention was turned to a higher-rated version, the Ha-140 of 1,500hp. The installation of the new engine meant that the Hien fuselage had to be slightly redesigned around the nose area. The opportunity was taken to revise the



Ki-61 of the 37th Fighter Sentai. The aircraft is in the all metal finish with the exception of the anti-glare panel in front of the cockpit and the yellow wing leading edges, part of the latter can be seen on the main undercarriage door, as can also be seen the aircraft number '05'

12.7mm Ho-103 machine guns in the forward fuselage and two 7.7mm Type 89 machine guns in the wings. Wing loading was still relatively high at 147.5kg/m² especially when compared to its other competitor of the time, the Ki-43 Hayabusa, with which some odious comparisons were made during its debut. However the two aircraft should not have been compared as they were built with completely different concepts in mind.

Into Action

The first taste of action for the Ki-61 Hien came on April 18, 1942. The type was not yet in squadron service but one of the prototypes was called

the larger 12.7mm. Fitted with the latter armament, the aircraft was known as the Ki-61-otsu while with the former guns it received the official denomination of Ki-61-I-ko.

The 68th Sentai was the first to receive the new Ki-61s soon followed by the 78th. The working-up period was characterised by various teething problems especially related to the engine. The 68th was assigned to Wewak, New Guinea, while the 78th went to Rabaul in New Britain. With the increased tempo of production during 1943 more Sentais were formed and slowly the new mount began to be appreciated by its crews. There was no doubt that it was a strong, well-

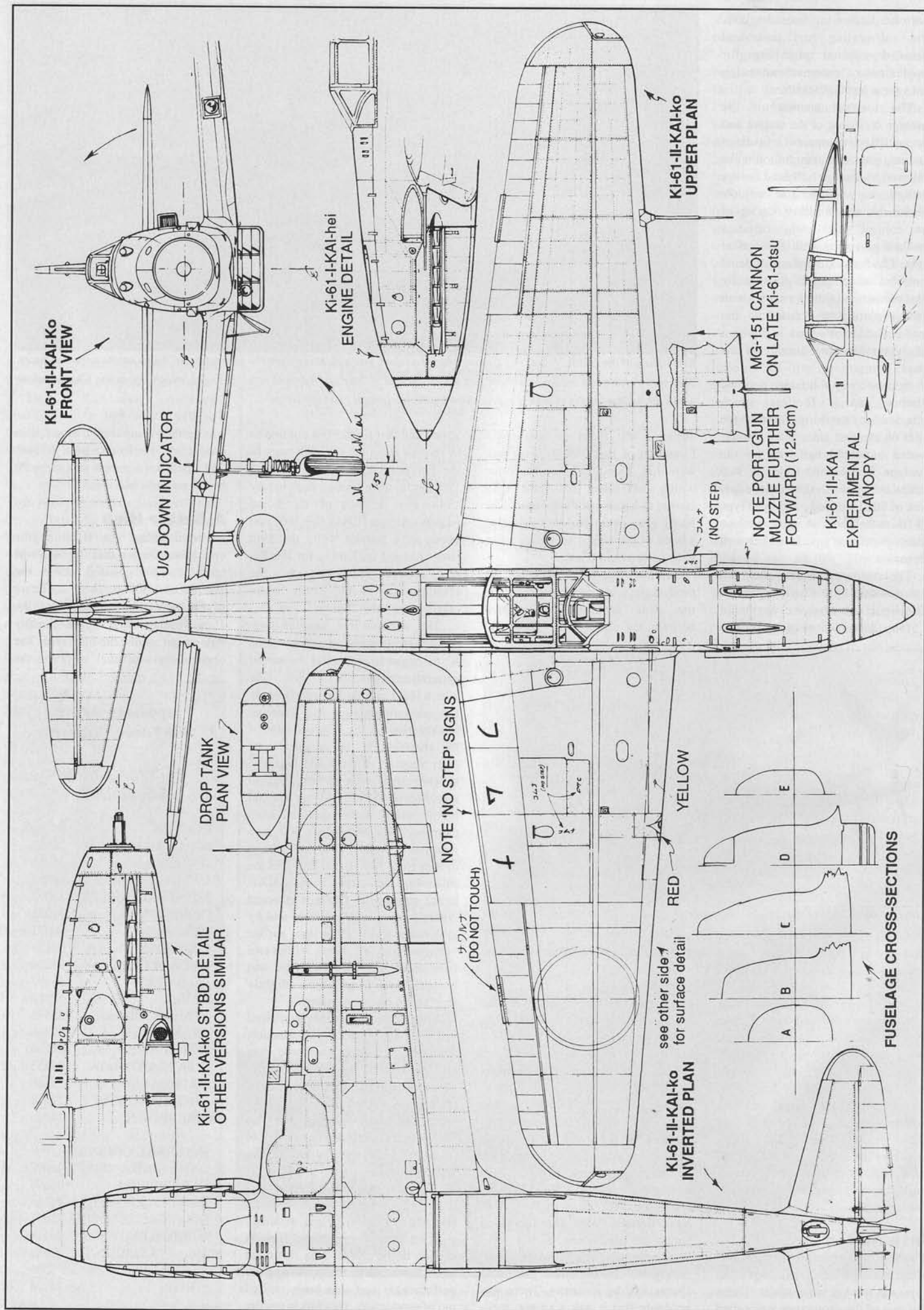
Japanese Army Air Force Colours

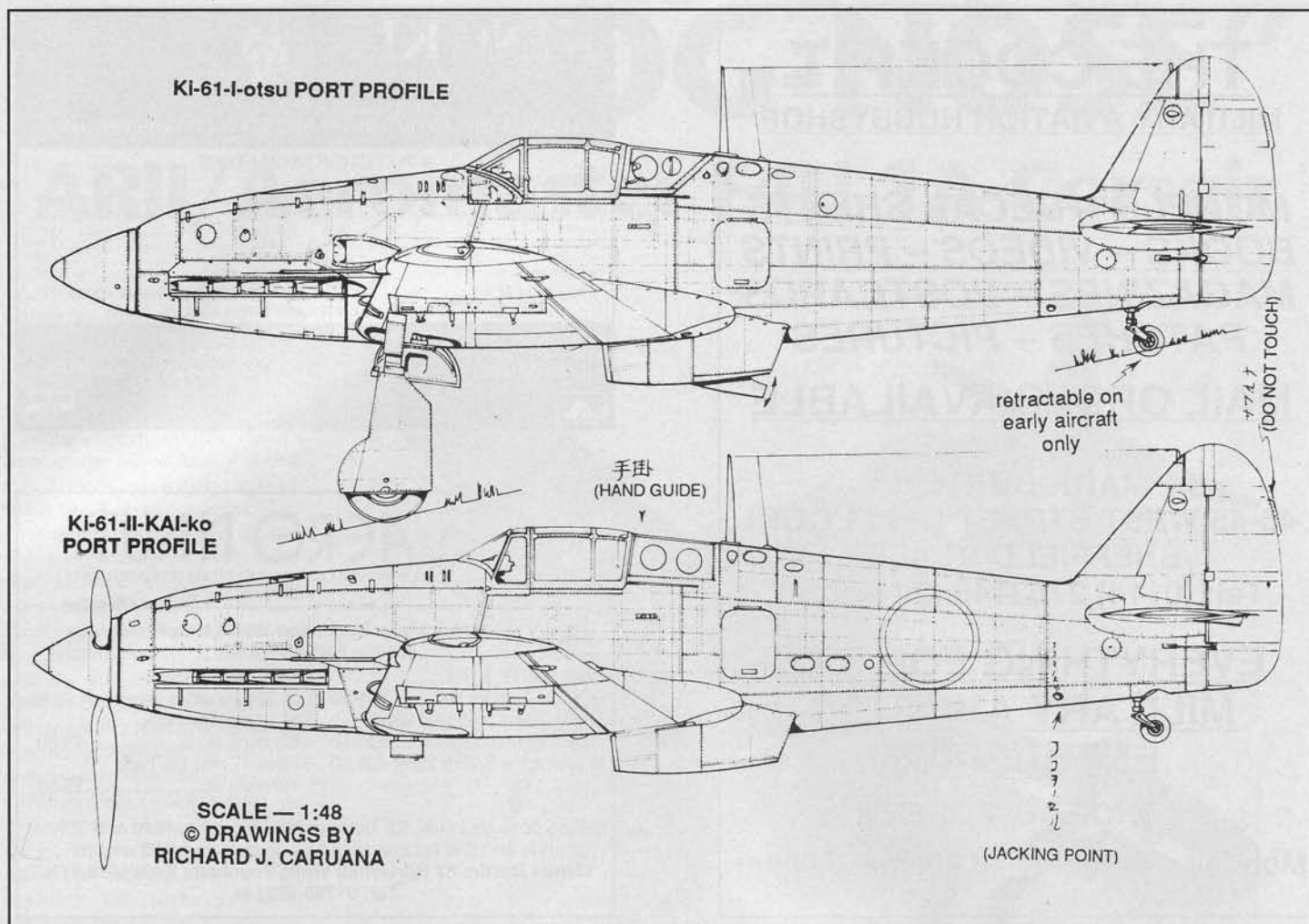
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DARK GREY-GREEN	34092
LIGHT GREY-GREEN	34097
OLIVE GREEN	34098
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DARK GREY	34148
MEDIUM GREY	34226
PALE GREY	36492
SILVER	17178
YELLOW ORANGE	32473
ORANGE	22246
INSIGNIA RED	21136
INSIGNIA YELLOW	23655
MEDIUM BLUE	25148
INSIGNIA WHITE	27778
RED-BROWN	10076

INTERNAL COLOURS

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OLIVE GREEN	34098
INSIGNIA RED	21136
INSIGNIA YELLOW	23655
MEDIUM BROWN	20111
MEDIUM BLUE	25184
BLACK-GREY	26081
WHITE	27778





shape of the windscreen. The wings, too, were slightly increased in area to benefit from the increased power at higher altitudes, but basically retained the plan form of the original Ki-61.

The first prototype was ready in August 1943 but engine development had not moved at the same pace as that of the airframe. In December the Ha-140 was installed and the Ki-61-II, as this version was now designated, began flight trials. It was a surprise to everybody concerned in the project — in a

negative sense! It turned out to be a total disappointment in both handling and performance. It was obvious that not enough time had been allocated to proper design of the wings. Unable to afford more time for further wing redesign, standard Ki-61 wings were fitted to the ninth prototype, which also had an enlarged fin. The Ki-61-II-KAI was a resounding success — speed went up to 380mph at 20,000ft. Again the initial production examples had both 12.7mm and 20mm wing armament and were sub-

designated -ko and -otsu respectively. Without doubt, this was a superb fighting machine.

However engine and airframe production did not go apace and twice as many airframes were built by the end of 1944 than the number of available engines. The Ha-140 continued to prove temperamental in service use and the future of this very promising aircraft was cut short when the decision was taken to fit the remaining aircraft with radial engines, producing the Ki-100 (Type 5) fighter which we will hopefully

study in detail in a future article.

Some Ki-61-IIs did eventually reach operational units. Although pilots had nothing but praise for the aircraft when everything went smoothly, they complained bitterly when the engine began to play up. Another frequent complaint was the inadequate rear view which was eventually solved by modifying one example with an all-round vision canopy. This change arrived too late to be implemented in the Hien but it was put to good use on its successor, the Ki-100.

Had the Japanese aircraft industry got to grips with in-line engine production and development earlier, maybe this story would have ended very differently. Service tradition giving preference to the old but proven product during the late 30s was the main cause of this delay in modernising equipment and production techniques. Still, the Hien left an indelible mark in Japanese aviation history and still proves to be a very popular modelling subject due to its clean and graceful lines, not to mention the fantastic colour schemes and markings which adorned this fighter throughout its service career.

Richard J. Caruana.



Ki-61 Hien of the 19th Sentai in a blue-grey upper surface scheme which shows some unusual striped markings. This was a machine which was captured and Photographed by the USAAF

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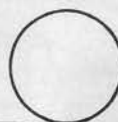
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"OLD HOG-NOSE"

ARII/Aeromaster F4U-1A Corsair

An in-depth description of the Aeromaster Upgrade applied to the Arie 1/48th scale kit, by David Batt.

'Bent-wing Bird', 'U-bird', 'Old Hog-nose', just some of the sobriquets given to Rex Biesel's creation, the second Vought aircraft to be dubbed Corsair, during and after World War 2. Even now opinions are divided over this distinctive aircraft, with some lauding the F4U's multi-role abilities while others are astounded that an aircraft with such handling problems was ever accepted for carrier operations. In the former case the aircraft could haul over 3,000 lbs of anti-social ordnance and deliver it with a level of accuracy that in some cases matched the Dauntless dive-bomber. On the minus side, pilot-historians comment upon the difficulty of keeping the parent carrier, let alone the batsman, in view during the approach while also deploring the aircraft's bouncy undercarriage and appalling willingness to flick roll. It is obvious that the Corsair's place in history is due to the skill of the pilots, for there was a heavy price to pay for its specific advantages. Whatever one's opinion, it's impossible to ignore this spectacular aircraft and as I was looking for the wartime version of the F4U, the -1A to -1D variants, I elected to work with the Arie version of this kit.

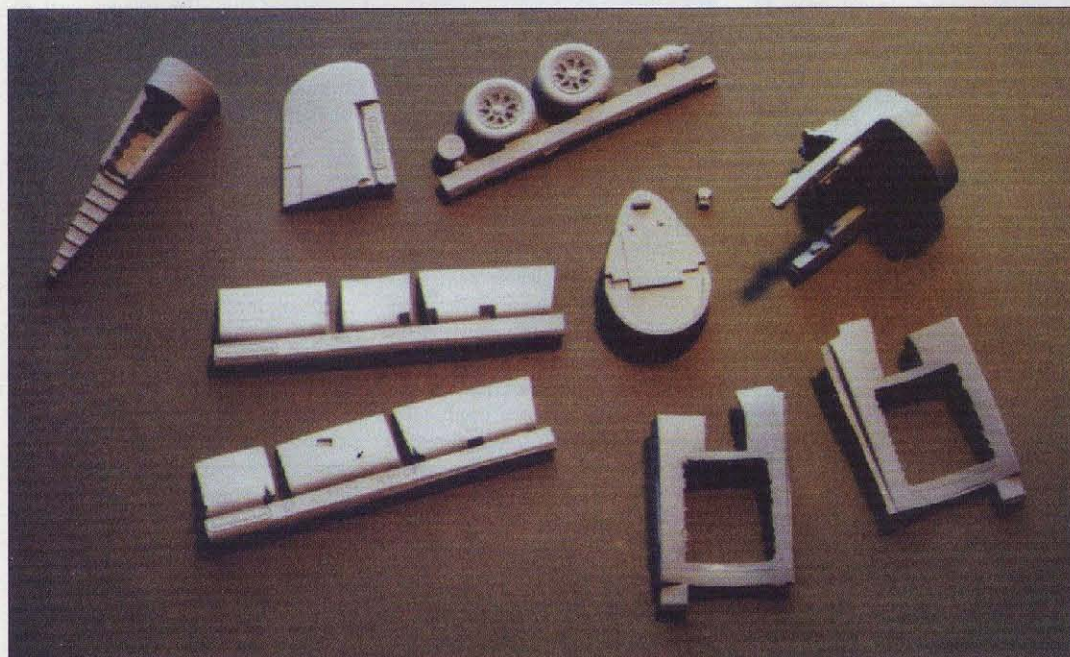


Although the Arie kit is refreshingly inexpensive (less than £10.00, remarkable for a 1/48th scale kit with astoundingly fine surface detail) it contains a dismal decal sheet. The latter factor led to a trail of acquisition of add-on goodies which, though producing a stunning

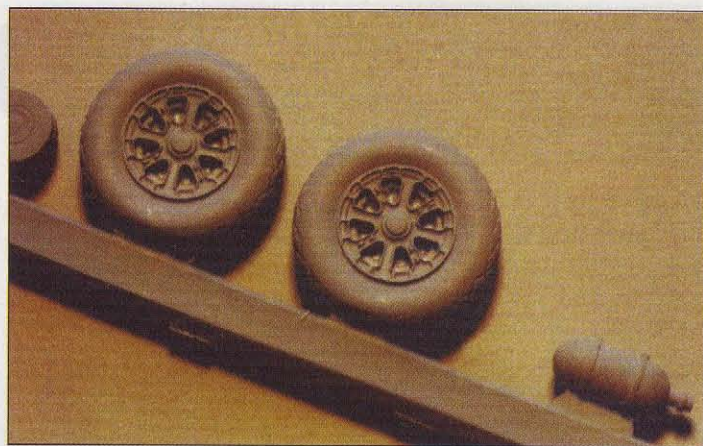
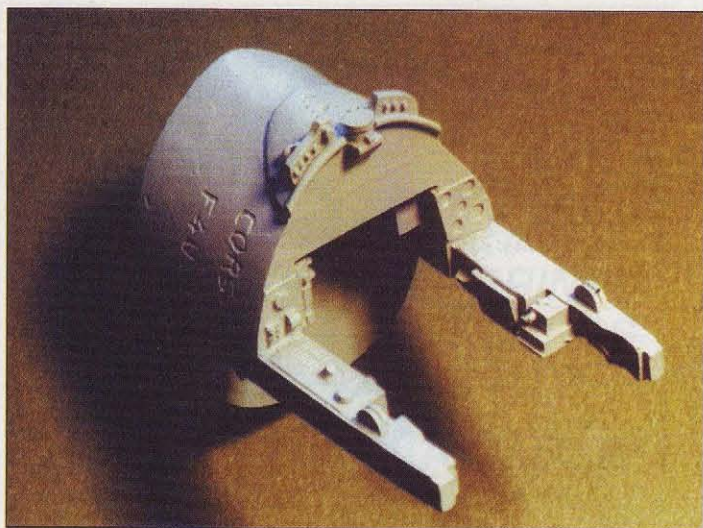
model, have made this the most expensive single plastic model I've yet built! First a call was made to Mary-L to acquire AeroMaster decal sheet 48-151C, "Bent Wing Birds", which provided some spectacular subjects, and mention was made of the Aeromaster Upgrade for the Arie

kit. There's an impressive list of goodies in the Upgrade, including an entire R-2800 series engine, cast resin inserts for all the undercarriage bays, a complete (and I mean complete) cockpit from cast resin and etched brass, plus resin wheels and flaps, and then came the price. I think I managed a muffled squawk of "How much.....!" but it was too late, I was well hooked and the cheque was on its way. The Upgrade is justified on the grounds that the kit's interior is wrong (for example, it does not show the -1's bottomless cockpit with heel boards and suspended seat) while the supplied engine and wheels are over-simplified. A surprising omission within the Upgrade is a replacement canopy to show off all the extra detail, and as I didn't want to spoil the ship for a ha'porth of tar a Squadron canopy (9504) was obtained. I still get a cold feeling in the wallet when the figures are added up, but I'll leave the figures until the end.

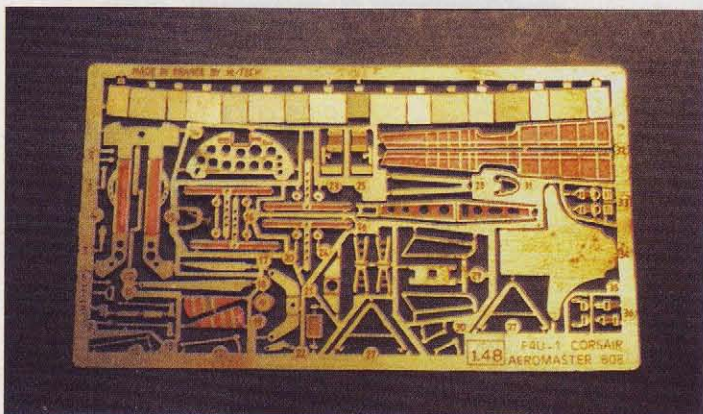
When compared to published scale drawings, the kit is extraordinarily accurate in its dimensions and outline, though the shape of the forward wingtips appear to have fractionally too large a radius, ie they're not 'square' enough, while the upper line of the fuselage aft of



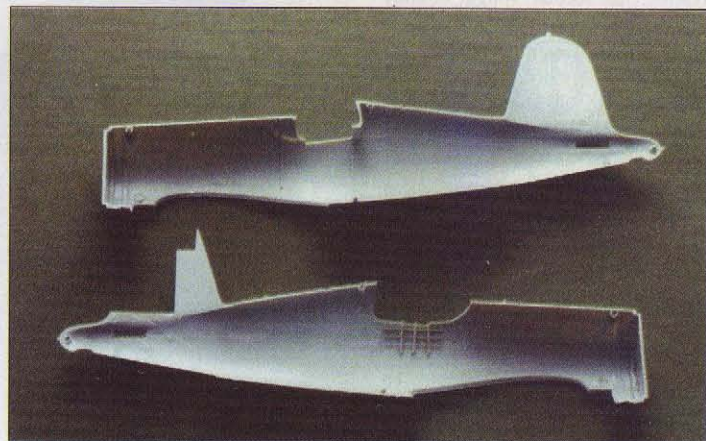
The cast resin parts from the AeroMaster Upgrade. Don't lose the tiny throttle quadrant (shown upper right of centre) which floats loose in the bag



Close-up of the resin parts (above and left) show the sort of detail that these expensive castings provide



The sheet of etched brass parts, including seat, instrument panel, cooling gills and undercarriage linkage



Fuselage halves, one before and the other after surgery, showing the interior detailing from thin plastic strips

the cockpit should be very slightly curved. However, when the major parts were taped together and the general aspects checked against photos the model looked spot on and I decided not to take on the extra work of reshaping. After all, it's not unknown for published plans to be inaccurate.

First, surgery. The Upgrade parts do not sit on top of or replace the existing parts, they have to be blended in and merged. Fuselage halves need to have the positioning ramps and sockets for the cockpit detail and tailwheel removed from the insides, and externally the rudder, instrument panel coaming and headrest are cut away and the cooling gill detail filed off. A strip of plastic card must be precisely cut to fit and glued within the 'rebate' inside the fuselage under the gills, for removing them takes all the plastic away and if the front of the fuselage falls off there's nowhere to hang the cowling!

The flaps were removed, a complex job but fortunately the plastic is quite soft and flexible, and I had to chamfer off the inner surface of the upper wing panels, otherwise the resin parts would not fit without a large step between wing and flap. Check the castings carefully, for I found areas where they were incomplete with some flaps having hinge and actuator detail and others missing out. This doesn't cause a

problem as long as the hinge housings appear on one or other of the parts. A further enhancement would be to open the oil cooler flaps on the underside of the wings.

Anneal the etched brass parts by heating the sheet over a candle flame until it begins to 'blush' and then immediately dipping it in cold water. The penalty for omitting this task is that the brass will start to crack when it's folded, instead of bending nicely. After cleaning up and washing the kit components and priming the resin and metal parts, construction could commence.

The main wheel well inserts have to be aligned with the lower wing halves, which reveals that the rear 'spar' is about twice as wide as it should be and it obstructs the flaps. After trimming the excess away the castings were tacked in place with cyanoacrylate then glued in properly with five minute epoxy. The two main parts of the cockpit were offered up and the interior of the fuselage sides marked out to show the areas where structural detail had to be added from plastic strip. The upper front of the forward cockpit casting had to be filed down where it had slightly bulged up in front of the coaming. The seat was folded up from etched brass and fitted with its support frame before the interior areas and parts were sprayed, my choice being Interior Green though a

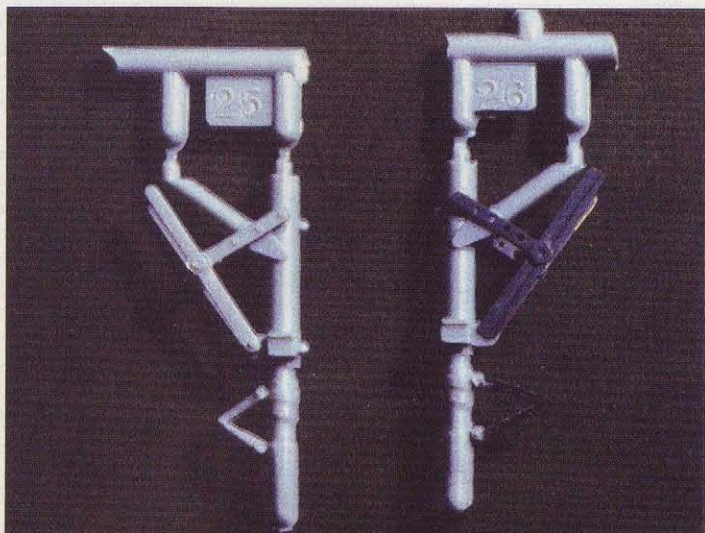
green Zinc Chromate shade could be used. While the compressor was warmed up, the very neat crankcase casting was sprayed a dark semi-gloss grey and the individual cylinders sprayed a steel colour along with the various undercarriage parts including the wheel hubs. Now for some serious, and very enjoyable, detail work.

An etching is supplied for the main instrument panel, which had to have its edges filed to allow it to fit within the coaming before it could be fixed in place with cyanoacrylate, then the main and smaller panels were painted white ready for Reheat instrument decals to be applied. This was fun, for the faces themselves can hardly be made out without a lens, and Reheat don't have the right dials for the most recognisable instruments in this scale. However, after some time finding approximate matches the result knocks spots off the most delicately moulded kit panel and I was delighted with the result. The main panels were painted very dark grey and then the smaller panels picked out in semi-gloss black with silver dry-brushing to highlight the myriad of switches. There are a number of miniscule levers supplied on the fret which are not mentioned in the Upgrade instructions, and it's a matter of personal choice supported by reference material (and here I'd recommend the Squadron 'In Action'

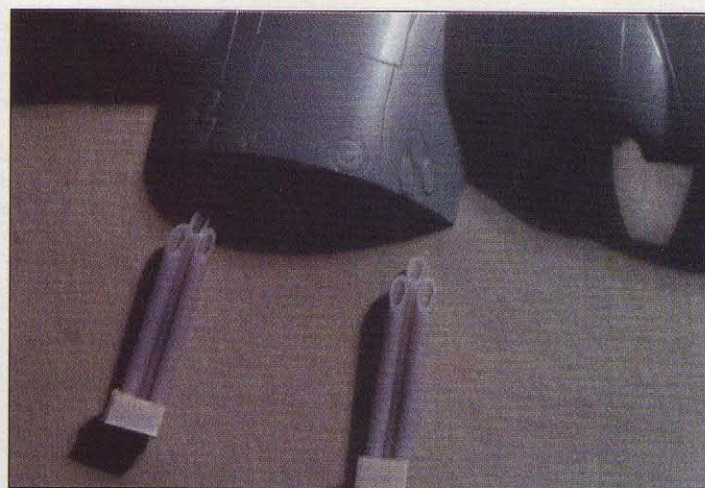
books for the F4U) as to which levers are fitted into the cockpit. My choice was to detail the throttle quadrant, the cooling gill, undercarriage and flap controls. For small parts, like these that take no strain, I prefer to use Humbrol Clearfix to set them in place, for although the parts have to be held in place a little longer this adhesive is a lot more pleasant to use than cyanoacrylate. As they stand they look a little two-dimensional, so the handles were built up with small blobs of PVA glue. The levers and quadrants were painted black and natural metal, as guided by the reference material.

The seat appears tiny when installed on the cockpit's rear wall, which reminds one of Capt Eric Brown's descriptive comment, that the pilot could take evasive action by undoing the seat straps and dodging about inside the vast area of the Corsair's cockpit! An odd mix of methods was noted here, for although the lap straps are supplied as etchings the builder is expected to produce the shoulder straps from their own choice of material plus etched catches and buckles. My choice was for paper straps, which were picked out in a pale Khaki shade with steel for the buckles and catches.

With the cockpit installed the fuselage halves are joined and the wing offered up to check its fit. The casting for the front cockpit obstructs



The undercarriage legs are enhanced with etched brass parts, "before" and "after" examples being shown here



Exhaust pipes were formed from plastic tubing glued together, but note the spacing of the tubes



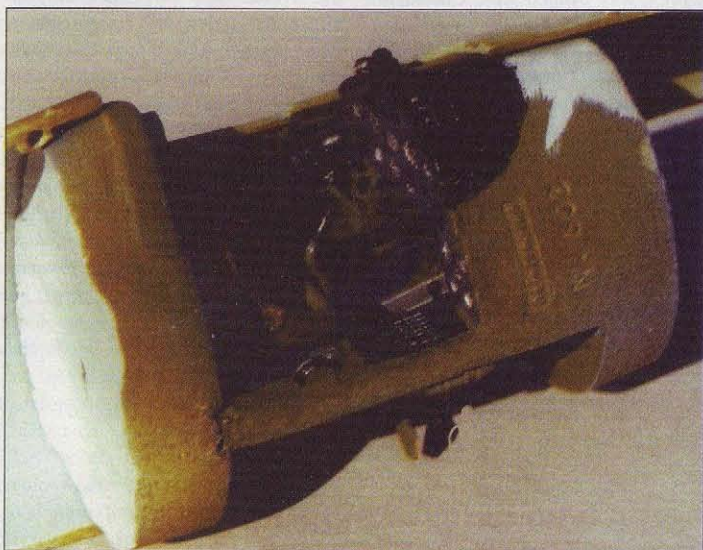
The completed engine. It's almost a shame to hide it away within the cowl



The etched brass colling gills attached to the rear of the cowl



Some of the parts for the replacement engine

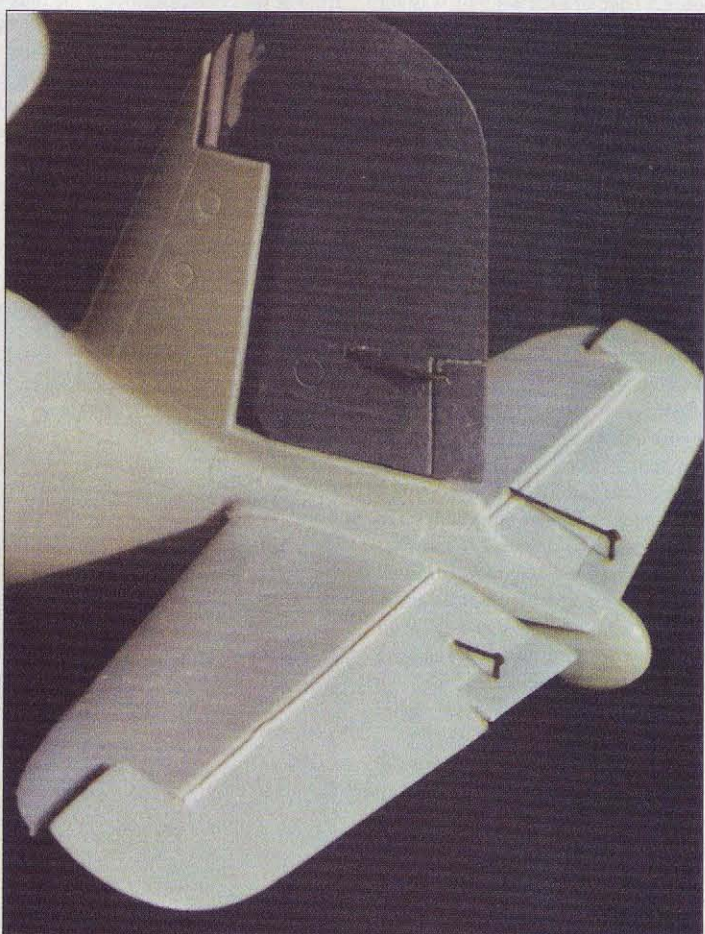


The completed cockpit interior installed in place. Note the individual levers on the throttle quadrant and consoles

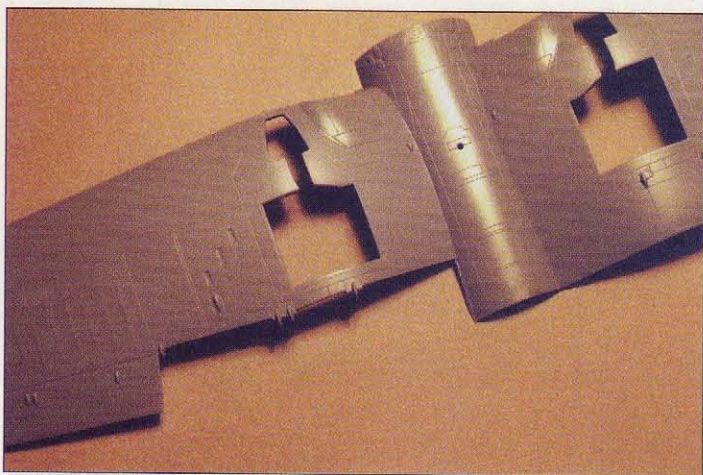
the wing and the upper surface had to be cut away level with the fuselage side aft of the mid point (as moulded, the wing upper surface projects about 2mm into the fuselage interior) which leaves a hole that is visible from inside the cockpit. The neatest solution is to install a piece of plastic card into each of the wing roots, adding strength to the wings which are left in a rather shaky state after the flaps are removed.

The kit suffers from over simplification where the exhausts are concerned, these being represented

by three oval shapes within a slightly recessed area. To correct this I first built up the interior of the lower wing moulding with a couple of laminations of plastic card. While this was drying the pipes were made up by gluing together three short lengths of plastic tube from a Contrail pack of assorted sizes. Note that two of the pipes must be properly spaced before the third one is glued onto them, three tubes bundled together into an equilateral triangle will not look right. The channel in the airframe is formed by cutting and



The rudder casting had to be re-worked so that it would fit properly, the added piece of thick plastic card showing clearly here. Note that the elevator servo tabs are not correct here, the inner portion (nearest the fuselage) should be in line with the elevator



The wing under the knife to remove the flaps, also showing the resin inserts for the undercarriage bays

filing away the plastic, while the 'bundle' of tubes are cut in half and chamfered carefully to give the correct configuration before they are glued in place. It sounds complex but isn't, and looks far better than just drilling out the centres of the ovals.

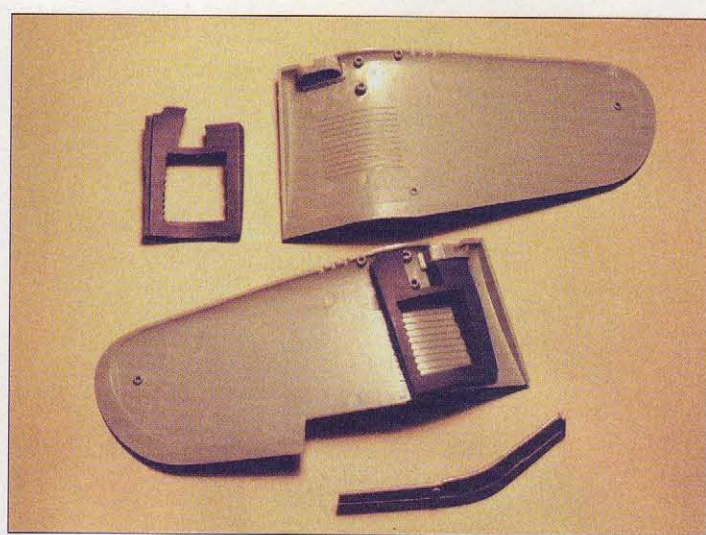
Fitting the wing showed off the kit's age, for it has a rather poor fit giving the lower fuselage a somewhat uneven line. However, filler followed by a careful sanding and rescribing job produced a respectable finish.

The Corsair's lights were reproduced by a variety of means. The navigation light position in the leading edge of each wing tip was cut out and a small piece of clear sprue was glued in and filed to the wing contour before being masked off. The three flush signal lights in the lower starboard wing tip and the formation lights in each upper wing tip (represented by small blister shapes in the kit) were drilled through the centre with a small (0.2mm) drill and then 'countersunk' with a large drill until the diameter of the hole was correct. These lights were completed after final painting. Another single light found on the lower port wing tip couldn't be identified by any reference so I scraped it away. The tail light position was drilled out ready for a small piece of clear stretched sprue later on. The greatest work was demanded by the large landing light in the lower port wing tip, which was first drilled out to size then a reflector made by working in and shaping a small lump of Milliput.

The engine is a gem. After basic painting the cylinders were given a coat of thinned paint while still on the sprue, which flooded the fine detail of the cooling fins while allowing a hint of natural metal colour to show through to give definition. All the cylinders were cut from the runners and the best 18 picked out and glued into the crankcase casting with cyanoacrylate, taking care to get their orientation right and lining each one up so that it pointed straight at the

centre of the crankcase and from the side was at right angles to the centre line. Some pale grey sprue (though silver sprue would have been ideal) was then stretched out very fine and cut into thirty-six 20mm lengths. These were then painstakingly glued into the pairs of tiny holes moulded into the crankcase in front of each cylinder with Humbrol Clearfix. One of each of these paired lines was then trimmed and glued into the front sparkplug recess of the cylinder and the other glued over the top as if it led to the rear sparkplug.

The push rod assembly, supplied as brass etching, was attached to the front of the crankcase so that the rods lined up with the front row of cylinder heads which means that the larger gaps are across the cylinder, not what you might expect. The ring is painted to match the crankcase, the rods themselves are semi-gloss black. Finally the two magnetos and the distributors are fitted, the magnetos painted the crankcase colour and the distributor semi-gloss black. This



whole palaver sounds tiresome, though it took but a couple of hours and I must now reconcile myself to the horrible knowledge that I may not be able to build my Hellcat or Thunderbolt without installing one of these superb but expensive little mini-kits inside the cowling! I think the accompanying photo shows why.

Although a casting for the induction casing is supplied, this was not used as the flat rear of the crankcase casting was glued to the kit's engine mounting disc. To allow the engine to fit it is necessary to cut away all the moulded location guides from within the cowling halves. The interior was painted Zinc Chromate and the cowling put to one side. Aeromaster provide the cooling gills as a continuous length, which were fitted in place with cyanoacrylate and then tidied up with a good coat of Clearfix around the inner joint to fill and finish the gills. I fitted the gills by allowing the strip to fold between each of the gills, but upon reflection I think the job would have looked

better had the gills been curved by pressing them with a steel rod, firmly rolling the rod over the inner surface while they were laid on a couple of layers of thick paper. It's one of those tasks that is easy to do but difficult to describe!

Several etched parts are supplied to enhance the kit's undercarriage. The main legs have replacement torque and actuating links, which are intended to replace the kit parts though the torque links will look better with a thin strip of plastic applied to their outer edges, while the work on the tailwheel was initially very confusing. It's simple really, cut the arrester hook off, chuck the rest and make a new leg from scratch! Alas, there is no drawing or detail in the Aeromaster instructions or the scale plans, so I had to establish the proportions and lengths from the photos and the way the parts fell together. Hindsight has shown that a plastic leg can be damaged by the increased weight of the model, so a short length of thin metal rod would



Due to lighting problems, this close-up of the cockpit doesn't really do justice to the result of using the AeroMaster Upgarde

be a better option. Upon completion the legs and wheel hubs were given a wash of very thin dark grey paint to enhance the detail.

Aeromaster suggest that the model will look better with drooping elevators, but don't forget that the servo tabs (the smaller outboard part of the 'trim tabs') have to be deflected upwards compared to the elevators so that they are parallel with the tailplane. Note that a full complement of control rods are supplied on the etched brass sheet, it's just a matter of finding them! The Squadron book is invaluable here as well.

While working on the tail the value of the upgrade set was seriously questioned when I offered the cast resin rudder up to the hole where the kit's item once resided. To say it didn't fit would be an understatement! There was a gap of 1-2mm between the leading edge of the aerodynamic balance and the top of the fin, while the foot was at a different angle to the fuselage. While thinking uncomplimentary thoughts, I filed the foot of the rudder to the correct angle and squared off the front of the balance before gluing on a piece of thick plastic card which was then shaped. This gave a fairly swift solution to a completely inexcusable error by Aeromaster.

I have to say that the construction had proceeded very pleasantly and rapidly up to this point, with the single exception of the rudder, and the task of preparing for painting had crept up without warning. This proved to be very simple, for the kit's original canopy was fixed in place with Clearfix as a ready made mask for the cockpit, while the Squadron item was masked off with drafting tape and Humbrol Maskol before it was fixed to some scrap of card with double sided tape. The cowling, without the engine, was press fitted onto the fuselage and no masking was therefore needed (the interior of the wheel bays and the undercarriage doors were the normal underside colour where Corsairs and other US naval aircraft are concerned). The canopy was sprayed Interior Green first, so that this colour would show through on the inside of the canopy framing, then Xtracolor paints were sprayed on for the final finish.

The nose ring of the cowling was painted X122 Insignia Blue to suit my chosen subject, a tri-colour F4U-1A of VMF-115, which was completed with X141 White undersides, X125 Intermediate Blue sides and outer wing panel undersides, and X121 Sea Blue upper surfaces.

The only 'hard masked' lines, where masking tape was applied to the model's surface, were along the wing fold to separate the White and Intermediate Blue, and the colour of

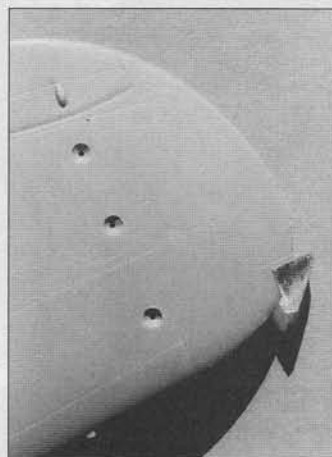
the nose ring. The very ragged demarcations between the camouflage colours were achieved by tearing paper masks to rough shape, which were held in place with very small blobs of Blu-Tack. Check your references here, for although these three-colour aircraft certainly had the colours gradually shading into each other, many Corsairs had very regular demarcations between the shades.

The chosen decals were applied with the help of Aero-Set and Aero-Sol fluids, which produced a stunning result, especially around the nose where the chequered band had to follow a complex double curvature. Alas, the decal supplied for the spiral on the spinner was damaged by clumsy handling and this feature had to be reproduced by freehand painting, not one of my strong points.

The five small signal and formation lights had their 'reflectors' painted in with silver and then the 'countersinking' was filled with woodworkers' PVA adhesive. This glue dries clear and doesn't shrink, but it is worthwhile to check the job afterwards and apply more glue if any of the lights appear recessed. It may seem cock-eyed to glaze these lights before applying matt varnish, but working this way round means that any minor glue overflow will be hidden by the varnish, while the clear acrylic used to tint the lenses restores the gloss.

Installing the flaps is entertaining, for it must all be done in the hand and there are six separate flap panels to install at the same angle of deflection, plus a small triangular web to fill the gap between the inner and middle panels. The flaps did require a little more filing before they could be installed with cyanoacrylate. At this

stage the model became very delicate and difficult to hold, for all the extra resin and metal increased the model's weight and holding it by the usual 'leading and trailing edge grip' is not advisable. Finally the model, plus the still separate canopy, undercarriage doors, propeller, etc, was sprayed with Xtracolor Matt Varnish.



Detail of the signal lamps, showing how they were drilled through and then countersunk. The large wedge in the navigation light position is a piece of clear sprue

Brake pipes were added to the undercarriage legs before these were glued in place, then the wheels were fixed with epoxy adhesive, which gave the time necessary to make sure the moulded flats were properly in contact with the ground. Undercarriage doors, engine, cowling and propeller were all installed, then the kit's canopy was removed (Clearfix cracks away easily, as it does not form a chemical bond with the plastic) and the Squadron item

trimmed and fitted. The fit here was excellent, full marks to Squadron. Last of all, the navigation lights were unmasked and the coloured lights tinted with Tamiya Clear Acrylics, the formation lights blue, the signal lights yellow, green and red, and the navigation lights red port and green starboard. The landing light lens was made with Clearfix. Final touches were the single aerial wire from behind the canopy to the top of the fin from heat stretched clear sprue (note that, contrary to the Aeromaster decal instructions, the VMF-115 Corsairs did not have the large mast forward of the cockpit) and the addition of a bomb from the 'spares box'.

At last the Corsair was finished, and I have to say it has been the most satisfying model I've built since I re-acquired the hobby, and so it should be considering the cost. Oh, I didn't say, did I. Well, the Arie kit's just under a tenner, the decal sheet less than a fiver, the canopy four pounds and the Squadron book eight, but the Aeromaster Upgrade is a whopping, ridiculous, astonishing £35.00!! However, the Corsair has occupied my spare time over the last five weekends, so on that basis model making is not the most expensive hobby one can think of.

All the items used in this project are readily available, the Arie kit and Squadron book 'F4U Corsair In Action' from my local model shop, Modeltoys of Kingston Road, Portsmouth and the rest via mail order; the Aeromaster decal sheet and the Upgrade from Mary-L and the Squadron canopy and Xtracolor items from H. G. Hannants.

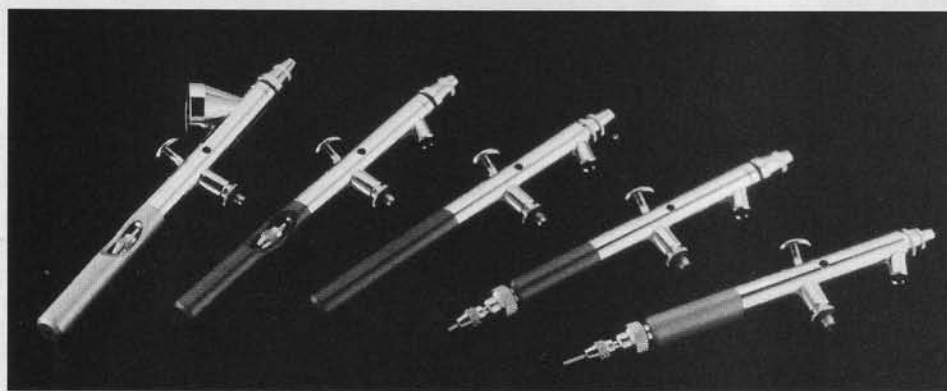
David Batt



Revell's Range of Airbrushes and Finishing Products

It is fair to say that over the past few years there has been one company which seems totally committed to this hobby. The name of Revell has been around since the 1950's and over the years the company has changed hands several times, the commitment to the hobby however has remained the same.

Over the past year there have been a number of finishing products released by Revell and this has included an entirely new range of paints. On top of this they have recently announced a new range of airbrushes specifically for the modeller. What will follow is a look at all of these products for any of you who have missed them, as we all know that there are many products out there which can make our modelling much easier, if only we were aware of them!



The new range of airbrushes from Revell. Left to right, front to back they are; STUDENT, STUDENT PLUS, PROFI, PROFI PLUS and MASTER PLUS

I will begin with the range of paints. They are all synthetic resin enamels and as normal they come in a range of finishes; gloss, matt, silk matt, clear and metallic. Unlike other ranges which seem to grow and grow, Revell decided to introduce a range of colours to provide the widest numbers of applications without the need for hundreds of similar, and therefore confusing, shades. I have been using the range for about six months now and other contributors to this magazine also use them. I was initially quite impressed with the



Revell Paints

product but as time has passed I must admit to being an almost total convert. I am not saying that the range is without fault as I have never come across a range of paints which did not have a few duff ones, but I am very impressed with the covering power and quick drying time of these paints. Most of the colours are offered in the usual 14ml size tinlet although there are also a selected number which are available in spray

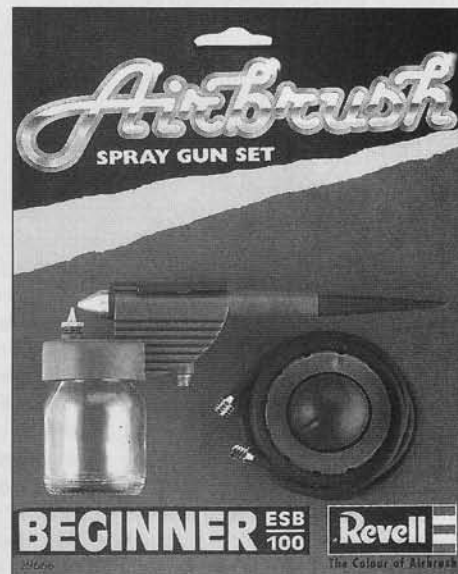
cans. All of the colours, except the metallic shades, can be intermixed and with the use of Revell's Colour Mix you can thin them for hand or airbrush application. Once you have got all your equipment messy with these paints you can clean it all off with Painta Clean. This is a good product although I for one am still using white spirit. Points to note with this range are the fact that some of the products have a good reaction with other companies products. For instance if you use Colour Mix with Xtracolour you will find that it dries quicker and far smoother.

We all use various ranges of filler, glues and accessories and I for one have changed which ones I prefer on more occasions than I like to think about, but if you have not tried any of those made by Revell

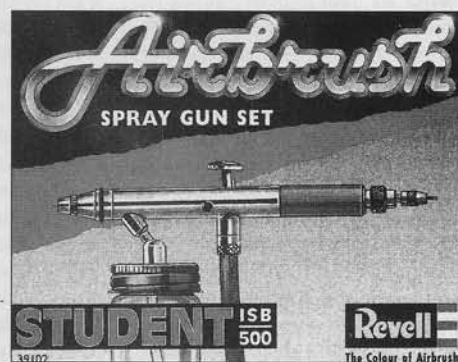
I think you may like to have a look at what is on offer. As far as cement goes Revell produce their version which is called Contacta. This comes in a 13g tube, as a liquid in a special container with a needle applicator (Contacta Professional) or in a small glass jar (Contacta Liquid) and as a specially formulated version for use on chrome parts (Contacta Liquid Special). A cyanoacrylate cement is also available (Contacta Quick) for bonding all non-similar materials e.g. etched brass, resin etc.

As far as filler goes there is Plasto and this has been my chosen product for over three years now. I prefer it from messy two-part epoxy filler's and do not like the way in which certain filler's will melt plastic if you are not careful with them!

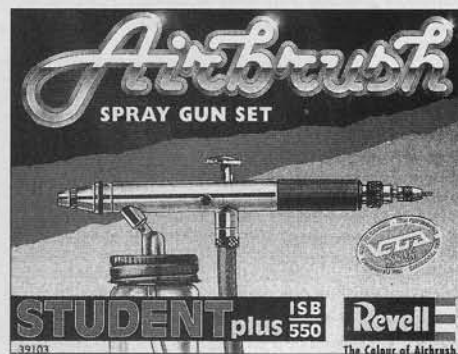
There are also a number of other products within the range which you would not usually consider. Color Ex is a liquid paint remover which is like a wax and should be applied thick to the models surface, left for 15 to 30 minutes and then removed. The product works well on the pieces I have tried although I would advise you to check how it is doing by seeing if the paint is lifting after 15 minutes as it works quite fast on newer paint. Color Stop is a liquid masking material. It is extremely thick and rubbery in consistency and can be a little difficult to apply, that is unless there is a "knack" to it? Model Wax is a plastic polish which is very good for preparing the surface of a model. It will remove minor scratches and blemishes from the plastic's surface and will not effect paint application. I use it quite regularly on limited-run kits whose plastic can be a little uneven and marked at times. It also has the excellent quality of deepening the colour of painted models, it's the modellers equivalent to T-Cut. One of the products



Student ISB500



Student ISB500



Student Plus ISB550

which I had serious reservations about when I first came across was Model Shampoo. I had visions of it making you models all wavy and smelling lovely, but the product is in fact a foaming cleaner not unlike oven cleaner but without the destructive chemical elements. The product comes in a spray can and once applied it creates a foam, this is then buffed away with a soft cloth. The effect is the removal of all marks and finger prints, plus any grease such as mould release agents etc. I have found this useful on many occasions, so much so that I have already used 4 tins of it.

The final item relates to both finishing your model and the next section, its Basic Color. This as the name implies is a base colour supplied in a spray can and

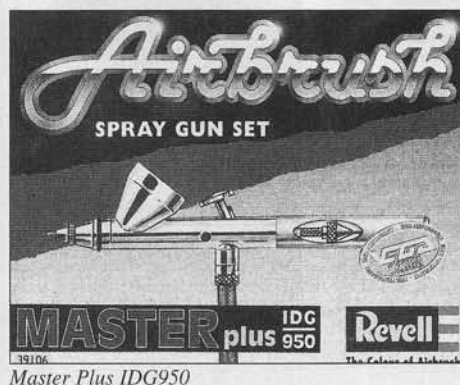
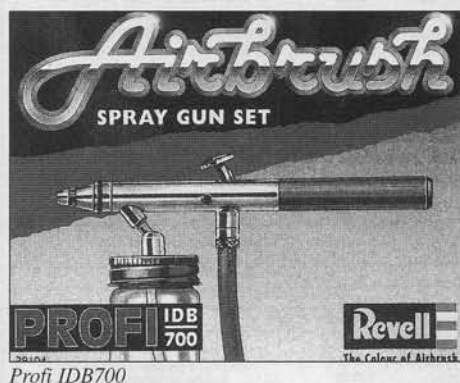
meant for first application before the final top coats are applied to your model. The product works well and it will soon show up any flaws in your models surface finish. One point to note and one which is applicable to any primer you use is, remember to spray the frames of the canopy with the interior colour before you apply the primer, otherwise the grey primer will be visible through the clear canopy from inside.

New Range of Airbrushes

As a modeller who converted to the use of an airbrush when I came back into the hobby four years ago, I for one am always looking for good quality products in this area. The prices of some airbrushes are extremely high and so this new range from Revell looks very good indeed. One of the things I hate about using a "professional" airbrush, which was designed for graphic work etc, is that the spares are either hard to get or near enough impossible. This range from Revell will therefore be a real bonus as not only the brush but all the accessories will be readily available at your local Revell stockist.

The range has been designed to reflect the needs of all levels within the hobby and the series is structured to reflect the needs of the beginner right through to the experienced modeller.

First is the Beginner ESB 100, it is a external mix, single-action gun with a bottom feed from a jar via a siphon tube. The gun is very basic and will suit the modeller who is just trying out spraying for the first



A selection of products from Revell

time. The gun is also very good for large surface, single colour application and this may well suit the civil airline or car modeller.

Next comes the Student ISB 500 and this is an internal mix, single-action gun with a bottom feed via the siphon tube. The single-action will regulate the air flow, but the paint volume is pre-set via the needle adjuster at the rear. This gun is your next step up the ladder and will offer better fine detail application. The Student Plus ISB 550 features the VEGA System and this American system uses a slot-in nozzle and a self-centring and self-sealing head/nozzle combination. All in all this eases the use and setting up of the gun quite noticeably.

Next is the Profi, which comes in the standard (IDB 700) or Plus (IDB 750) versions. This internal mix, double-action gun features a bottom feed from a jar like the previous two guns and the Plus features the VEGA System which also includes an oval cut-out on the handle which allows you to adjust the needles position without having to take the handle off.

The final option is the Master (IDG 950) and this is an internal mix, double-action gravity feed gun which therefore features a paint cup on the upper part of the guns body so that the force of gravity pushes the paint into the gun. This is the top of the range and is meant for the most experienced user. The gravity feed paint cup is relatively small and this makes this type of gun excellent for quick paint application when you only use small amounts. The gun also features the VEGA System like the Profi with the cut-out in the handle.

The prices for the range are as follows:

STUDENT ISB 500	£39.95
STUDENT PLUS ISB 550	£49.95
PROFI EDB 700	£69.95
PROFI PLUS IDB 750	£79.95
MASTER PLUS IDG 950	£99.95

At present I don't have a price for the Beginner ESD 100, but I would suspect the price to be about £25.00.

Each gun comes with various accessories such as paint jars, spare needles, regulators and spray gun holders. However not all are included in each so you should check before buying.

All in all these are an excellent range of airbrushes and I would advise any of you who are considering buying a new airbrush to investigate them as I am sure you will find them most impressive. If you have any questions about these guns or you are having trouble in finding them then give Revell (GB) a call on 181 207 1213.

My thanks to Revell (GB) for their assistance in putting this little article together and for their continued support of *Scale Aviation Modeller*. During the next few months the editorial team will be using and abusing a couple of airbrushes from this range and we will bring you a full report on how they performed in a future edition of *Scale Aviation Modeller*.

	BEGINNER ESB 100	STUDENT ISB 500	STUDENT PLUS ISB 550	PROFI IDB 700	PROFI PLUS IDB 750	MASTER PLUS IDG 950
● possible ○ possible to a limited extent						
External Mix or Internal Mix	E	I	I	I	I	I
Single-Action Lever or Double-Action Lever	S	S	S	D	D	D
Bottom Feed or Gravity Feed	B	B	B	B	B	G
Nozzle version in the set		M (0.45 mm)	M+ (0.73 mm)	M (0.45 mm)	M+ (0.73 mm)	F+ (0.53 mm)
Paint jar/metal paint pot included	1 x 25 ml	2 x 25 ml	2 x 25 ml	1 x 25 ml 1 x 7.5 ml	1 x 25 ml 1 x 7.5 ml	1 x 2.5 ml fixed
Spare needle included				1 x M	1 x M+	1 x F+
Hose and propellant regulator included	●	●	●			
Spray gun holder included				●	●	●
Compatible with all Revell Airbrush paints	●	●	●	●	●	●
Suitable for spraying large surfaces	●	●	●	●	●	○
Suitable for fine details		●	●	●	●	●
Ideal for spraying very fine lines						●
Vega System spray gun						

Airbrush Range Specifications



ESS-JAY MODELS



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BRASS ETCHED 1/48

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02972 1/72 Israeli A4H Skyhawk conversion. Inc. square fin tip, braking parachute housing, 30 mm DEFA gun housings, extended tail pipe £9.95

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RC093 Spitfire 22/24 60p
RC094 Spitfire PR versions with bulged canopy sides 60p

RESICANS 1:48

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Vacform canopies etc to convert the 1:32 Hasegawa kits. Last few available.
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B.P. DEFIANT ... by the time this ad appears we should have stocks of this kit. Please phone for price details.

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7102 145 Sgd. Spitfire VIII (Polish)
7104 Mustang III/IV RAAF 3 Sgd.
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7111 Spitfire II/IV ADGB/TAF
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70 series are £1.75, 71 series are £2.50 and 72 series are £3.25 each.

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00972 Engine and cowl for DC2/DC3 single row Wright Cyclone in cowl with flat at top of front. (one pair). Fits ESCI kit £4.50
01072 USAF MXU-648 Baggage pod(one) £2.95

01172 ME109G1 to G6 conversion to fit Hasegawa G6 kit. Contains spinner nose, wheel bay details, spoked main wheels, smooth tyre main wheels, supercharger intake, over wing wheel bulges and rudder £9.00
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1/48
00148 USAF MXU-648 Baggage pod (one)

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1/72
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1/48

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FTAS016 Spitfire accessories comprising one example each of FTA116 through FTA130 £13.00

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Special budget priced packs for those modellers who wish to use either the parent kit or the spares box for the smaller parts, such as undercarriages etc. Each pack comprises fuselage, wings, tailplanes and canopy.
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By The Way...

Isometimes think that modelling is like second marriage, the triumph of hope over experience. What else can account for that urge, irresistible to some, to get cracking on a new kit when you're bogged down with some unforeseen crisis in the model you're currently making? "O.K. so I've made a booboo with this one, but that one, in its box which has been making eyes at me, has been trying to seduce me for the past few days, that one," you say to yourself, with every sign of complete conviction, "is going to be the wonder of the world, will mark my coming of age as a modeller," (forgetting the fact that you've been at it for almost forty years). But it never is, is it? So, what goes wrong?

If I were a truly systematic modeller, I think I would keep a log of each completed kit, noting obvious errors made and how to avoid them. But I'm not and I don't. However good my intentions, which you will remember paved the road to hell, I still go on falling into the same old elephant traps.

Let me give you an example. Some years ago I attempted a conversion of the Bristol Britannia to the Canadian Yukon. I was well on the way, having laboured mightily at altering the engines. I had completed the decalling. I had but to paint the small black nose radome. Not trusting my palsied hands to paint it freehand I was about to mask it off, when I realised that the masking tape would cover the Canadian lightning flash which extended to the edge of the radome and thus lift it off when removed. I realise now that I could have protected the decal with varnish but in those days I was not the advanced technician I am today. After reluctantly attempting to do it freehand, I gave up. You see each attempt brought the radome closer and closer to the decal! It was a small finicky point but it was enough to persuade me to consign the model over which I must have spent many moons of labour to that great scrap-heap in the sky, along with many other mangled models that were going to be the wonder of the world.

And now here I am years later painting the radome of the Aeroclub Hunter and using masking tape. Well, I do really only have myself to blame. Since this was the Boscombe Down version with a red stripe down the centre of the fuselage, I had solved the masking problem by using clear decal sprayed red and cut to shape. This stripe extends to the very edge of the radome and...you guessed it! A chunk of stripe came away when I removed the masking tape. Unlike the Yukon this was mendable - another bit of decal stuck on. But it goes to show how I hadn't learnt from my original mistake.

I could multiply this example many fold. I shudder to think of all the cockpit canopies I have defaced with glue marks, scratches and faulty cutting out (vacform varieties). Every time I say to myself, "My friends back at the scrap-yard can produce canopies gleaming and sparkling like a toothpaste advertisement, so I shall". But I never do. Take again the Hunter. I stuck the canopy on, having kept it far from danger in its box. I masked it off and proceeded to airbrush the model. Come the moment of exposing it in all its pristine clarity. Beautiful, not a mark on the outer surface butwhat is that whitish shadow at the rear? Can it be? Yes it is. Through my inadequate sticking of the canopy I had allowed spray to enter underneath the canopy. The solution was to take it off, remove the offending shadow and

stick it back on again. But that would probably have meant respraying the area around the cockpit. Since the model had already had its decalred red stripe applied this would have been tricky, so I left it. It's not too noticeable but a defect nevertheless. Once again, my good intentions were as nought. Will I learn from this in future? I doubt it.

Over and above my own folly, there is always another factor: the Hand of Fate, or to change the metaphor the Monty Python Boot that comes plonking down on us mortals at our workbenches. Like the tragic heroes of old, there's not much we can do about it. "Like flies to wanton boys, they kill us for their sport," as the Bard says.

Apart from the lucky dip of what you will find in the kit box, what parts deformed, what canopies scratched or with hair-line cracks, what wrongly labelled paint cans (yes, Humbrol, it does happen!), there are those fortuitous events or chains of events which render our mortal caution fruitless. There are the obvious disasters such as the time when carrying the box containing the Airfix Tornado GR1 to the car I slipped on some ice by the front door. But this is as it were after the event. What devilry do the gods have in store during the making of models? And I'm not thinking of spilt bottles of Metpak, and Superglue which suddenly erupts from a clogged tube. Nor do I mean the time when in enlarging the hole to take the main undercarriage of the Dynavector Wyvern, I drilled right through to the already painted upper wing! No, I'm talking about the lightning that strikes out of a clear sky, or rather the spider that unwisely descended onto a newly sprayed wing and couldn't climb back up again. By the next day the paint and the spider had hardened. The consequence - Mr. Muscle, rub down legs and all, rescribe and respray. Three hours wasted. And then there was the gust of wind, a very god-like phenomenon, which slammed shut the door, knocking a Halford's spray can from a shelf, which demolished the undercarriage of a Hornet.

Am I alone I ask myself in all these calamities? Judging by the comments made by some fellow modellers at the scrap yard, I am not. But I'm convinced that I was born to suffer, whether because I have done those things that I ought not to have done or because I have left undone those things that I ought to have done.

I gaze in admiration at competition models. Their makers are surely of a different breed, paragons of neatness and systemacity, their bench tops immaculate, their airbrushes ungunned. They proceed quietly and efficiently through construction and their painting requires but one pass of the airbrush over millimetrically accurate masking, with never an overspray or run. Their models stand as monuments to their skill and as evidence that they have the gods on their side.

So - Hunter, farewell, and now lets have a crack at the Fujimi F4K. I'll make it straight from the box. Surely this time nothing can go wrong. Just take it quietly and methodically. With only two colours to spray on it should be a doddle. Maybe if I tidied up my workbench I might give myself a better chance. But that's another story!

Daedalus

THE EMPEROR'S WINGS

By
P.Fearis

The Nakajima Ki-84 Hayate



This article, the second in the Emperor's Wings series, concentrates not on building a model of a specific type, but on the colours and markings employed on Japan's most formidable fighter of WWII.

The aircraft which is featured is the Nakajima Ki-84 Hayate, known to the allies as the Frank. Ranking along with the Spitfire, Mustang, Me 109 and the Hellcat, the Frank was without doubt an outstanding aircraft. In the hands of an experienced pilot it could match, if not out perform, most allied aircraft. Had more Ki-84's, together with sufficient pilots of high quality, been available to Japan then the course of the air war in the Pacific could have been changed.

Designed in 1942 and first flown in April 1943, the Frank was designed to meet the IJAAF need for an aircraft which would give them a fighting chance against the newer allied types (P-51, F6F). No-one at the time of its first flight could begin to realise that Nakajima had produced a winner. The ministry of munitions was so impressed that they instructed Nakajima to enter

into full scale production. The first unit to use the Frank operationally was a experimental Chuti based in Japan during March 1944. After a

Frank built up its formidable reputation.

The Ki-84's career was a short one, just 17 months, but in this time



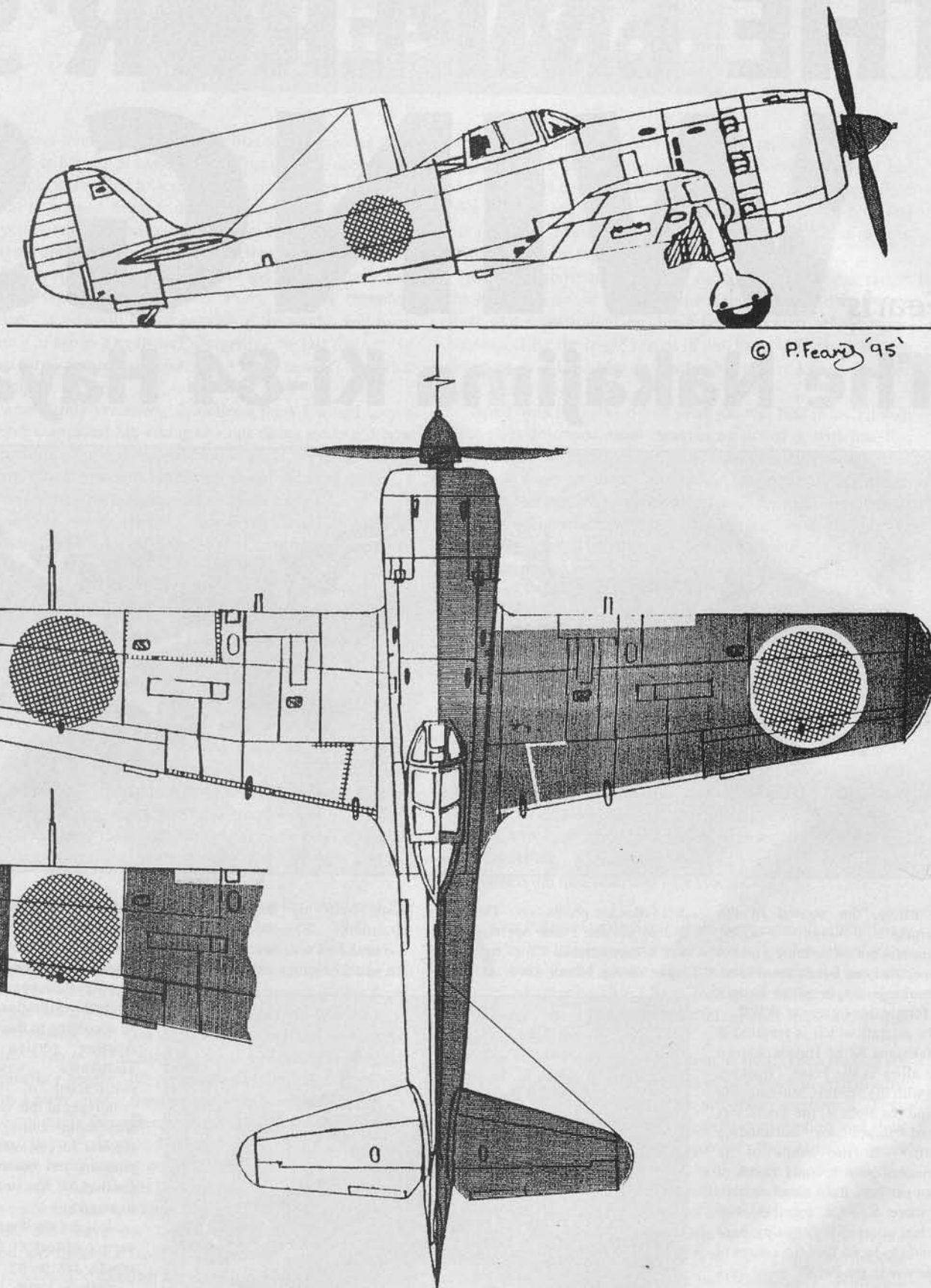
trial period this unit was disbanded and the majority of its personnel and aircraft became part of the 22nd Sentai. In this unit, under the command of Major Iwashii, the

over 3,500 were delivered. To save on ever decreasing supplies of aluminium, caused by allied bombing raids, Nakajima developed the Ki-84-II. With this version

Nakajima attempted to save the materials by producing the rear fuselage, wing tips and some internal structures in wood. In army service this version retained its original designation of Ki-84-1b or 1c according to the armament fitted. Another version produced by Tachikawa was completely constructed of wood, only 3 prototypes of this version the Ki-106 were built. During the last year of the war several other versions were planned, but before they came to fruition the war in the Pacific came to an end.

It is not my intention to cover the service history of the Frank in this article, but to try and give fellow modellers some useful guidance should you wish to build one or more. The rest of this feature has been compiled through careful research and hours of studying photos. I have divided this into three sections, factory applied markings, colour schemes and unit insignia. At the end of this article I have also listed as much information as I can on kits and decals that are currently available for the Frank.

Diagram 1



Factory Applied Markings

Japanese aircraft like their allied counterparts, carried what is by today's standards few factory applied markings. On careful study of photographs only 5 types of information stencils can be clearly seen, these are the Kana characters for

no step, no touch, don't push, lift here and trestle here. These markings were applied as follows; No step; usually in black on natural metal aircraft, white on painted aircraft, applied to delicate areas of the wings. No touch; these are usually white Kana applied onto a red background and occurred on all the trim tabs. Don't push; these were sometimes applied as an alternative to

the no touch Kana's on the trim tabs. Lift here, trestle here Kanas again were nearly always in black, these gave ground crews information on where to lift and support the aircraft for maintenance and gun alignment. Other factory applied items include warning lines along the trailing edge of the wings. These defined the positions of the flaps, again on natural

metal these are red, but yellow on aircraft that have been camouflaged. Along the leading edge of the wings, outboard of the wing armament is a wrap round box section. This item no matter what the final scheme of the aircraft, appears always to be red with red or yellow Kana 'no step' characters in the middle. Factory fresh aircraft also had their covers for

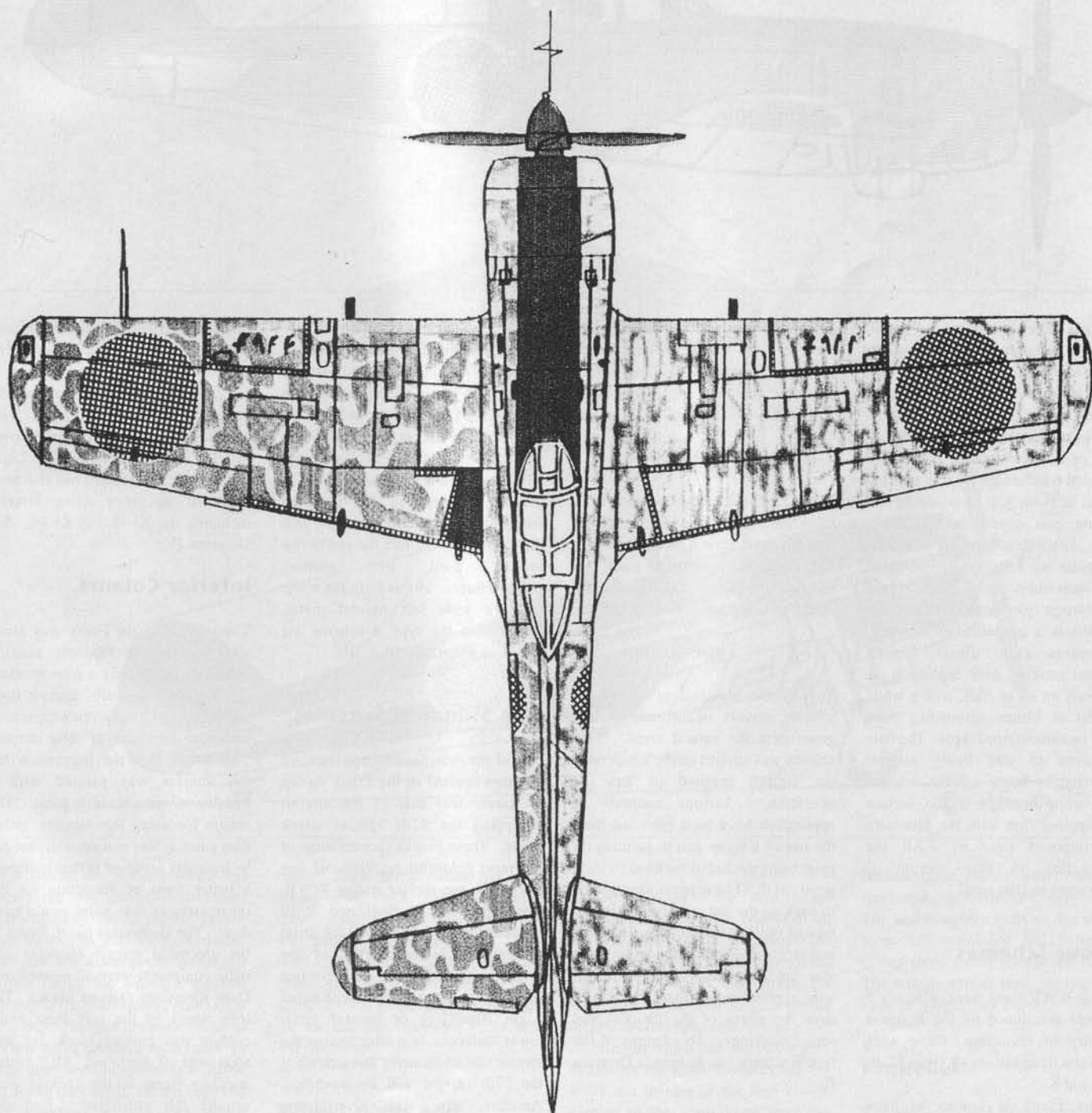
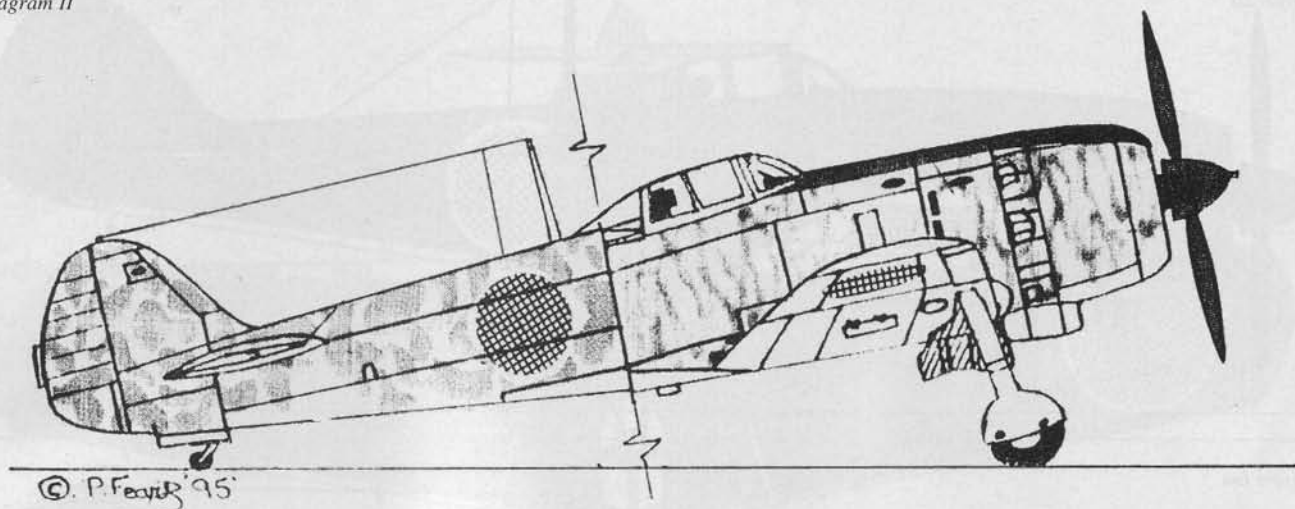


Diagram III

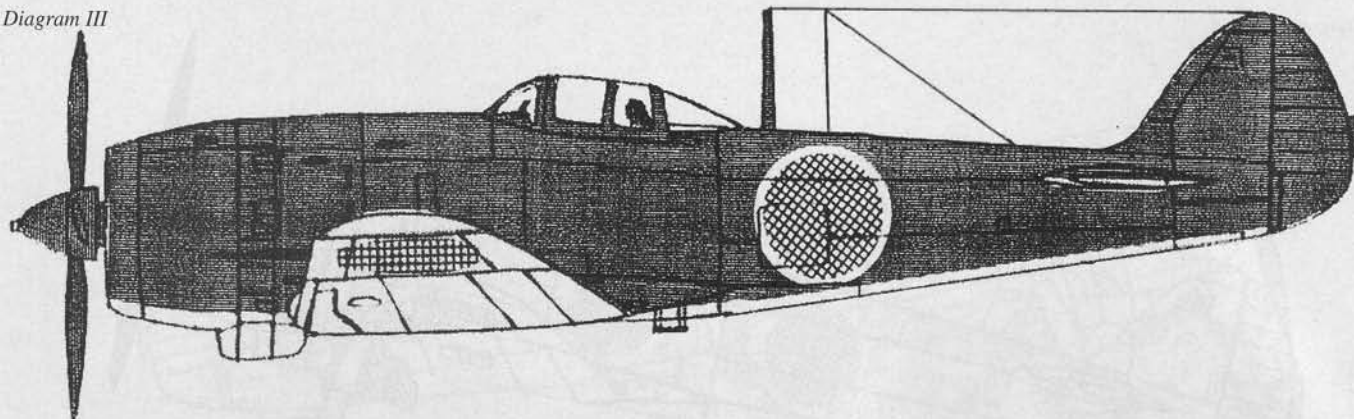
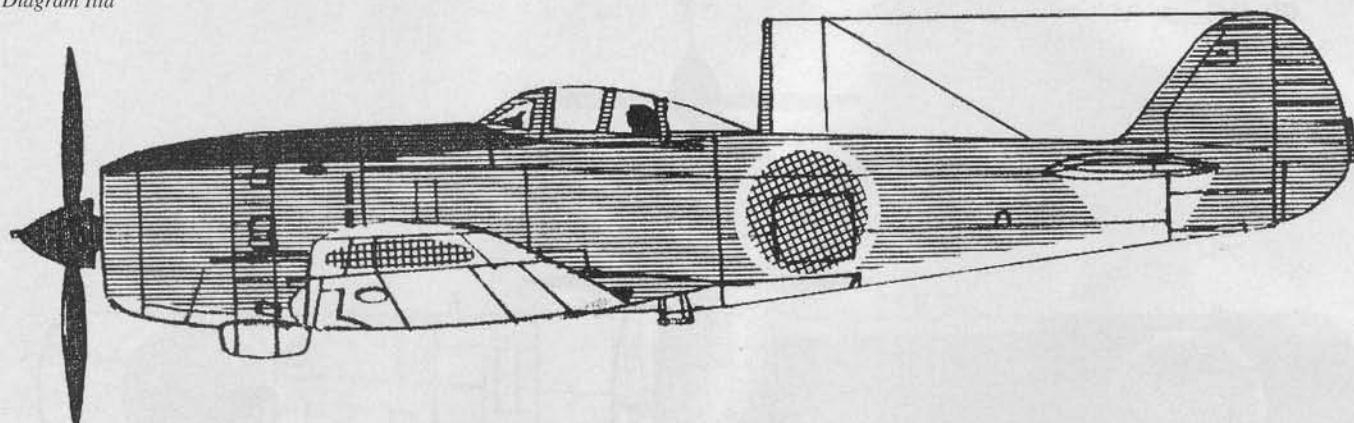


Diagram IIIa



fuel tank filling points painted in red, but it is very apparent that due to constant handling this paint soon began to wear off. Final items to be applied at the factory are the leading edge identification strips, these bands were of a yellow/orange colour and extended 6 inches into the upper wing and to a point just overlapping the landing gear covers on the lower wing. Extending from the wing root to a point not less than 1/3 of either wing span and not more than 2/3rds of either wings span these I.D. strips also doubled as a propeller arc warning. Hinomarus (sun discs) Japan's national marking were applied in six positions on all aircraft, with a white border of 75mm surrounding them when on camouflaged types. The only exception to this being aircraft employed on home defence, when a wrap white bandage or box section was applied first with the hinomaru superimposed over it. All the information in this section is illustrated in Diagram I.

Colour Schemes

During WWII there were officially 5 schemes sanctioned by the Japanese ministry of munitions, these were given the designations of types C, B, N, O and S.

The Frank is known to have appeared in 3 of these schemes during

its career. To show the variations on each of these would fill an issue or two of this magazine, so I have broken the variations down into 3 sets, types N, B and S.

Type N

In this scheme the Frank was left in its most basic form. The entire airframe was left in its natural metal state with only a blue/black anti glare panel and the standard factory markings, sentai markings being applied on the airfield.

Type B

This is the blotched or reticulated scheme, usually in medium or dark green over the natural metal. This scheme was applied on the whole once the aircraft reached its base of operation. Various methods of application have been recorded from the use of a spray gun to palming on paint using the flat of the hand (I must point out that I have never seen photos to back up the last statement). In this type of finish the entire upper surfaces had green applied in irregular forms, it was not uncommon for the person who applied this to inadvertently go over the edges of the national and sentai markings. An example of the type B scheme can be seen in Diagram II.

Type S

The Frank appeared in the forms of this classification, S1, S2 and S10. S1 was a Dark Green upper surface with Light Grey/Green lower surfaces, S2 was the same except the Grey/Green was replaced with a Pale Blue/Grey. S10 was a colour often referred to as Maroon, but research I have carried out leads me to the conclusion that this colour was in fact the red/brown primer used by Japanese manufacturers. In this form the lower surfaces were left natural metal. Samples of the type S scheme are shown in Diagrams. III & IIIa.

Non Standard Schemes

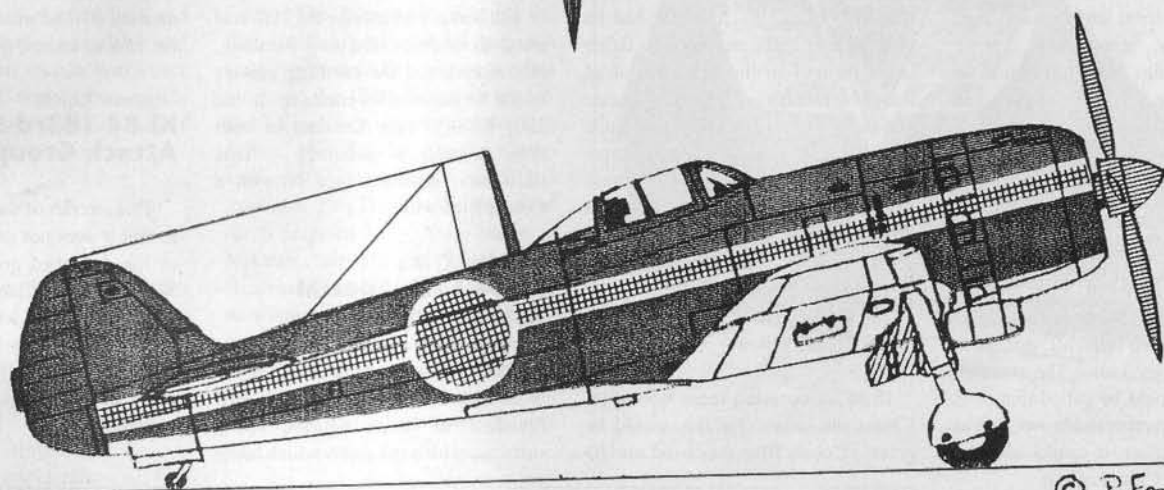
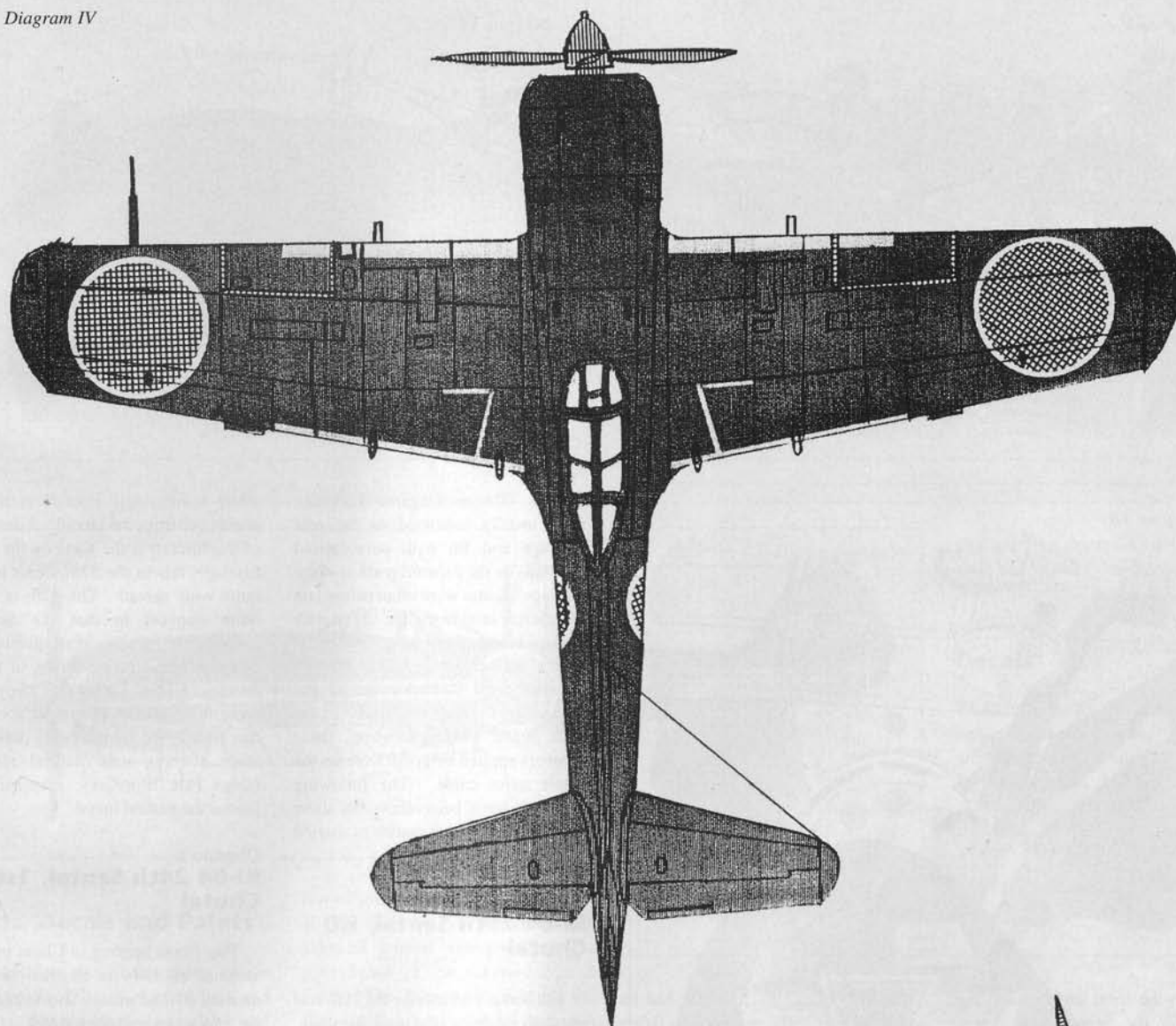
One of the most famous non standard schemes applied to the Frank during its career was that of the aircraft equipping the 57th Special attack group. These Franks sported some of the most colourful markings of any aircraft to see service during WWII. The 57th was a dedicated B-29 interception unit which used the aerial ramming technique. Most of the Franks within the 57th were painted black on the upper surfaces with either Light Blue/Grey or natural metal lower surfaces. In a later section the spectacular adornments that aircraft of the 57th carried will be described. Another non standard scheme observed which was applied to early

Franks consisted of the upper surfaces being finished in two shades of green. The base coat was a Grey/Green quite similar to the Luftwaffe's WWII RLM 02, with blotches of Dark Green applied over it. The lower surfaces being Light Blue/Grey. This scheme has also been observed on other Army aircraft including the Ki-43 and Ki-44. See Diagram. IV.

Interior Colours.

The interior of the Frank was given what was in the Japanese aviation industries at the time a near standard finish. The side walls, cockpit floor and bulkheads were given what is now known to be a coat of clear lacquer. This lacquer gave the impression that the interior was painted with a translucent metallic blue paint. The reason for using this lacquer, rather than paint, is lost in time. All that can be logically assumed is that it offered a better form of protection for the inner surfaces than paint would have done. The instrument panel, facias to the electrical circuit breakers and radio equipment were all painted in a Dark Blue/Grey (almost black). The trim wheel on the port side of the cockpit was painted black, but this soon wore off due to use. All the other ancillary items in the cockpit were usually left unpainted. Red and yellow were employed on various

Diagram IV



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items within the cockpit (dials and levers), red was normally associated with armament and the engine, yellow with hydraulics and flying surfaces. The pilot's seat was given the normal lacquer finish, but with the constant rubbing of the pilot against it this soon wore off. The seat harnesses were of a bright green colour in most cases but some have been observed in a colour not unlike dark earth. On the head rest was a padded leather area which varied from aircraft to aircraft in

colour, some being natural tan and others being black. The instrument coaming and the area under the fixed rear part of the canopy are a Dark Grey colour, but again on some of the Franks the rear section has been of a colour similar to the external finish of the aircraft. See diagrams V, VI and VII over page.

Wheel Wells and Undercarriage

The wheel wells of the Frank varied according to the finish employed on the individual aircraft. In general the wells were left in an unpainted condition, this was then given the standard coat of clear lacquer giving them a distinct blue cast.

Aircraft which had one of the grey shades on the lower surfaces had the walls and insides of the well covers painted in the appropriate matching grey. The insides of these areas soon

became quite stained with hydraulic fluid making them look very dirty. The undercarriage units on the Frank were left unpainted and untreated giving them a dull aluminium finish. The wheels appear from photographs to be of a light grey colour.

Propeller

The Frank had a 4 blade metal prop, this on all aircraft was painted dark

Diagram V

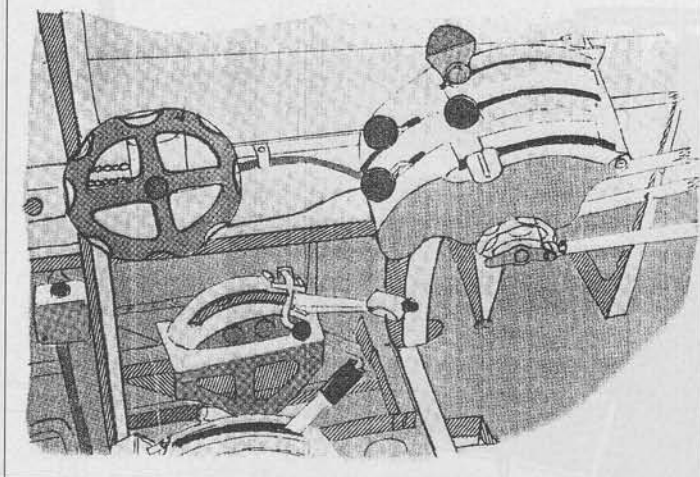
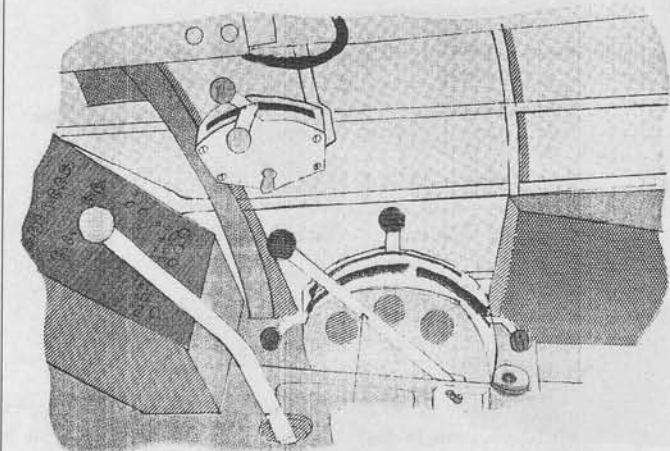


Diagram VII



green on the front surfaces and matt black on the rear. One known exception to this were the Franks of the 104th Sentai. These aircraft had not only the spinner but the whole of the front surfaces of each blade painted in the individual Chutai colour. The tips of each blade had a 4 inch orange/yellow section, on occasions this was left off and the tips remained a polished steel colour. Spinners on the Frank varied again from aircraft to aircraft and also between various units. The standard colour, if it could be called that, was either Dark Green or red/brown, but as mentioned earlier it could also be painted in the Chutai colour.

Sentai Markings

This is what first attracted me to building Japanese aircraft, (the diversity and colours of these markings would not look out of place on a modern display team aircraft). No other nation during WWII could boast of such colourful warplanes.

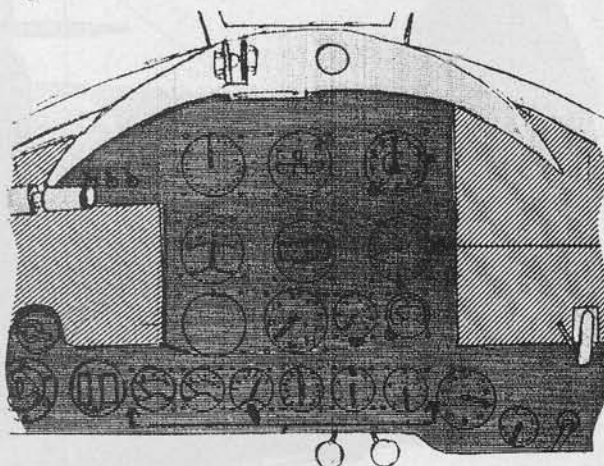
Rather than describe each Sentai's individual set of markings one by one I have given just the basic set of guidelines, followed by four side view drawings showing some of the more

attractive ones. Each Sentai had its own distinct emblem, this was either in the form of an abstract rendition of that unit's number, or a Kanji character which represented part of that unit's history. Within each Sentai there were on average 3 Chutai, these Chutai were distinguished by a different colour, these schemes are:

- 1st Chutai White
- 2nd Chutai Red
- 3rd Chutai Yellow.

If on an occasion there was a 4th Chutai the colour for this would be green. Cobalt Blue was used on HQ

Diagram VI



Chutais. The markings on the Frank were usually restricted to the rear fuselage and fin with personalised emblems on the forward portion of the fuselage. Kanas were often painted on the aircraft in either white or red with a white border, these were usually the pilot's name. Individual aircraft numbers were carried either at the base of the fin or as in the case of the 10th Sentai on the cowlings, these numbers applied by brush were on the whole quite crude. The following diagrams have been drawn to show some of the diverse markings carried on the Frank.

Diagram VIII
Ki-84 29th Sentai, HQ Chutai

The Sentai emblem for the 29th was a stylish rendition of a wave breaking, this represented the crushing powers of the Sentai over its enemies. In the 29th Ki-84's were finished in both type N and S schemes. This illustration shows a type N with a Cobalt Blue wave.

Diagram IX, IXa
Ki-84 57th Special Attack Group

This must surely rank as one of the most colourful Ki-84's of WWII. Finished in black on the upper surfaces, with a red arrow which had a

white border, this aircraft certainly stands out from the crowd. A feature of this aircraft is the Kana on the rear fuselage, this in the 57th seems to be quite unusual in that the Sentai number is easily distinguishable (some Sentai representations of their numbers are abstract beyond recognition). The lower surfaces of this aircraft are not too easily defined, some sources state natural metal, others Pale Blue/Grey, personally I favour the natural metal.

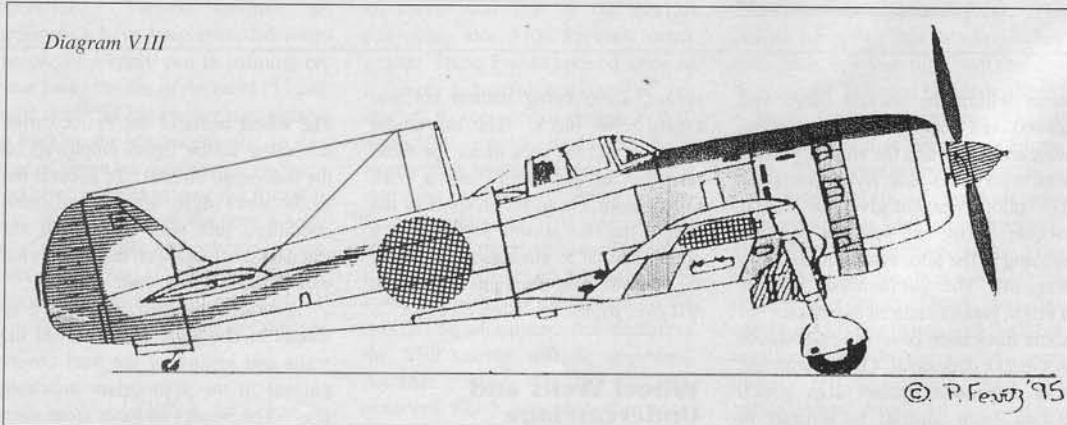
Diagram X
Ki-84 24th Sentai, 1st Chutai

This Frank serving in China in the summer of 1944 is finished in the unusual S10 scheme. Also to note is the lack of an anti-glare panel.

Diagram XI, XIa
Ki-84 183rd Special Attack Group

This aircraft of the 183rd is unusual in that it does not seem to fit into any of the described groups of schemes. Studying the available photographs of this Frank gives one the impression that painting was halted, half way between the type N and type S finish, all of which makes for an interesting variation.

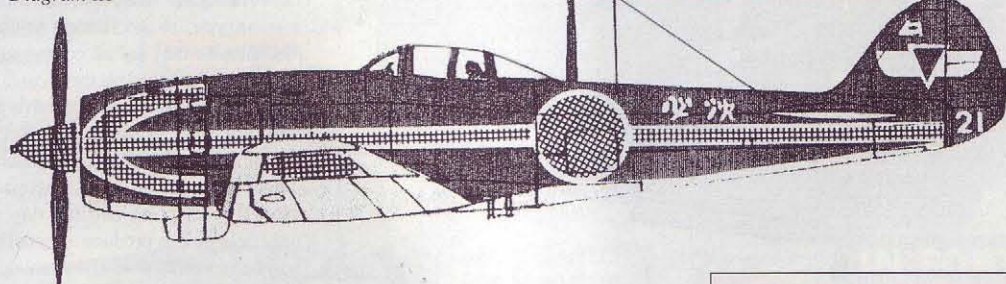
Diagram VIII



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Diagram IX



kits are fine examples of the Frank and one cannot be recommended above the other.

Decals

Thankfully the Ki-84 is now, with the just released sheets from Superscale, one of the more widely catered for Japanese aircraft. In 1/72nd scale we

Kits, Decals and Paints

In this final part of this article I have drawn up a list of kits, decals and paints that are currently available and easy to obtain, this section is however not an in depth review but only a guide. If I have forgotten any I apologise in advance!

Kits

At this moment in time there are two Ki-84's in 1/72nd scale and two in 1/48th. The Revel Ki-84 in 1/72nd has the option for an aircraft in type S scheme, with markings for the 47th Sentai. This kit is quite old, but if costs are a limiting factor its not unworthy of consideration. The second kit in 1/72nd is a very fine example from Hasegawa. This kit comes with two schemes, a type N and a type S. The N scheme is for a Frank of the 29th Sentai, HQ Chutai. The second option is for a Frank of the 47th Sentai in type S with home defence bands. This kit can be thoroughly recommended if cost is not a consideration. Hasegawa are due to release this kit again with new decals, but at the present time I have no information as to which Sentai will be covered. In 1/48th scale there are kits from Aii and Tamiya. Both of these kits are quite old but have stood the

test of time. The Aii kit features an aircraft from the 19th Sentai in a non standard scheme and one from the 47th Sentai in the standard type S finish. The Tamiya kit, although the first 1/48th kit released by them is a very fine model. Decal options n this kit cover the 104th Sentai in type N and 3 Frank's in type S from the 11th Sentai, 58th Special Attack Group and most interestingly a 502nd machine. This Frank is the aircraft of the S.Sergeant Joten Naito based at Nakatsu airfield in 1945, the Hinomaru's of this Frank are imposed on white box sections. On the engine cowl and at the base of the fin was the number 24 in white, also on the cowl on the port side above the 24 there is a running hare in yellow. Both of these

Diagram IXa

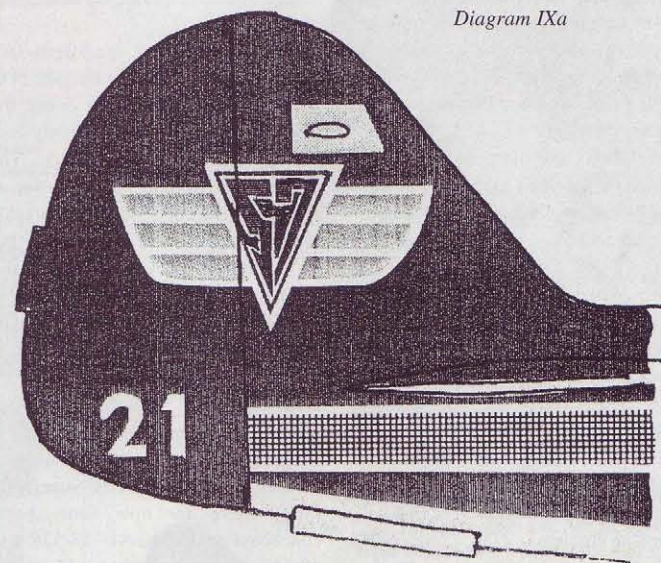


Diagram X

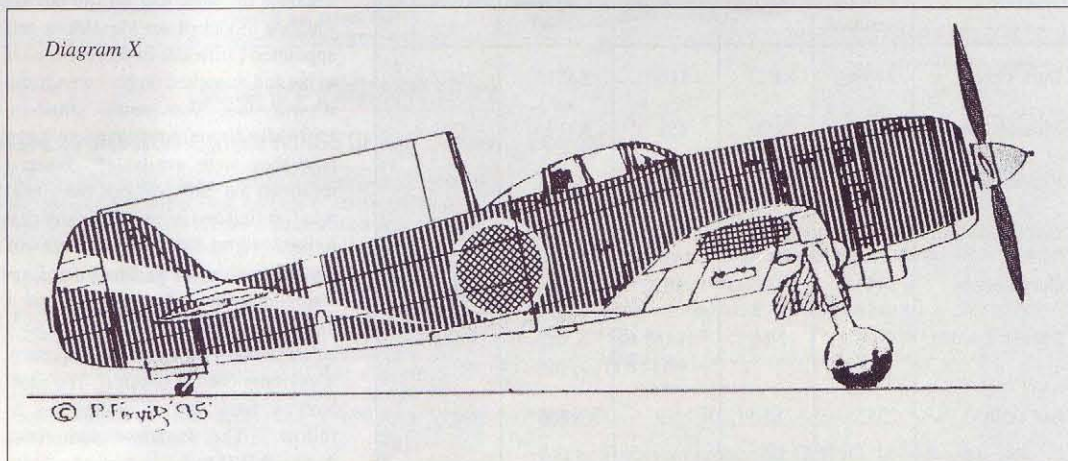


Diagram XI

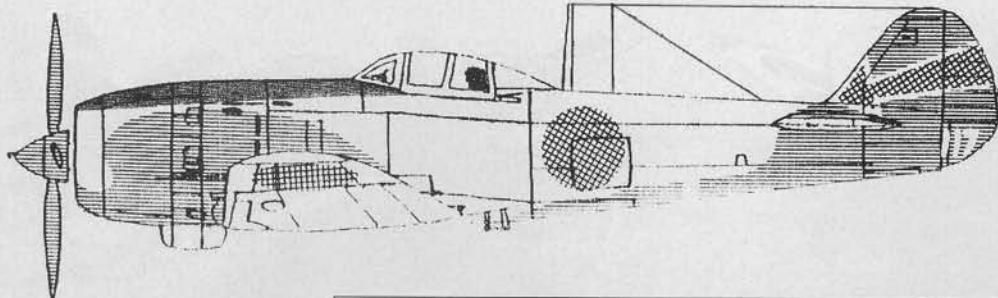
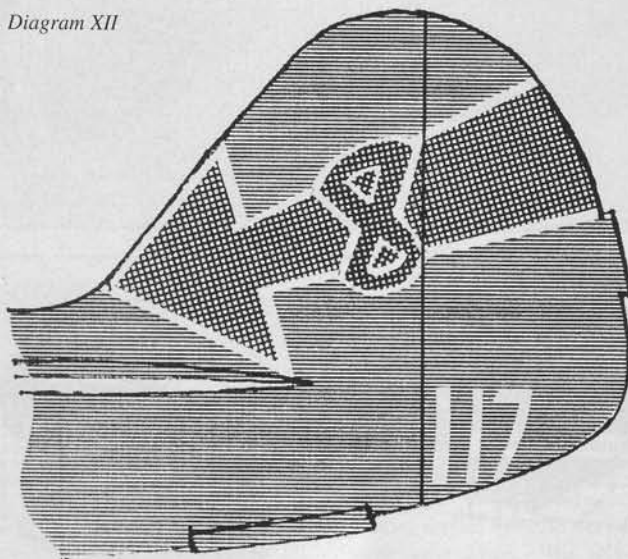


Diagram XII



have one sheet from Aeromaster and one from Superscale. The Aeromaster sheet 72-017 covers aircraft from the 520th Temporary Interception Regiment, 29th Sentai, 101st Sentai, 13th Sentai and two Franks from the 57th Special Attack Group. This sheet is truly superb, my only criticism being that they only provide Hinomarus for two aircraft. This should not deter you however from acquiring them as you can use the Hinomarus supplied in the kit. Just released from Superscale is sheet 72-714, this covers aircraft of the 22nd Sentai HQ flight, 58th Sentai HQ flight, 58th Shinbutai and the 520th Temporary Interceptor Unit. As of yet I have not seen this sheet so I cannot comment, but I am waiting with baited breath for my local model shop to get it in stock. Superscale also produce a Japanese Aces sheet (72-067) with a single Frank on it and two sheets with Sentai markings (72-068, 72-070). These sheets are quite useful except for two things. They are totally devoid of any information regarding colour schemes and there are also errors. On sheet 72-067 the Frank is from the 104th Sentai, flown by Lt Tomiya. This Frank is finished in the type S scheme with a blue/black anti glare panel, the leading edge tip of the fin is white and between the tail surfaces and the Hinomaru there is an extra wide white fuselage band, this band is approximately 2/3rds the width of the fuselage Hinomaru. Sheet 72-068 has 5 Sentai emblems, 21st, 22nd, 29th, 47th and what is claimed to be the

102nd! It is in fact the 101st. All these aircraft carry either the type N or S finishes, the exception being the Frank from the 47th, I can only find examples of this in the type S. The final sheet 72-070 has only one Sentai emblem for the Frank. Superscale claims this to be the 52nd Sentai but on checking my ever trustworthy works of reference this design is clearly that of the 102nd Sentai. The photograph I have shows a Frank in type S finish which is heavily worn around the rear fuselage. In 1/48th scale Aeromaster have produced a sheet which replicates the sheet in 1/72nd, it is 48-040. In the Superscale range there are now four sheets connected to the Ki-84; 48-526 and 48-527 are solely Franks. Sheet 48-

526 covers the 22nd Sentai HQ flight and the 520th Temporary Interceptor Regiment. Sheet 48-527 has markings for five Franks, 21st Sentai, 13th Sentai, 22nd Sentai HQ flight and the 57th and 58th Shinbutai. The two other Superscale sheets 48-303 and 48-304 have one Sentai emblem on each relating to the Frank, as I have not seen these sheets I feel it would be unwise to comment on them.

Paints

This is a real hot potato! I am not a great follower of the "if its not matched to a set of colour chips it can't be accurate!" brigade. My reasoning to this stems from a conversation I had many years ago at a model show. I had on the table a finished model of an Me 109, a self appointed Luftwaffe expert came over to me and remarked on how wonderful it was that you could finish a Luftwaffe aircraft in authentic colours now they were available! When I informed the said gent that the model was just finished in any old colour that looked right he just walked off muttering to himself. The point I am trying to make is if it suits you and it looks right stick to your chosen colours. Although this may sound as if anything goes, it doesn't! You must have a basic set of guidelines to follow. The Japanese authorities during WWII had a system of colours

to which they gave an A designation (Army) and N designation (Navy). Some of these have been carried over to today's aircraft, but it is quite possible that due to modern production methods these are a shade different to those of their WWII counterparts. In the USA the IPMS has produced a chart converting the Japanese colours to FS numbers, if you can get hold of this it may be useful (but only if you have an FS595A). Now with so many of the major paint producers bringing out vast arrays of colours it is not too difficult to find a selection of colours that closely resemble those of WWII. Companies like Aeromaster, Xtracolour and Tamiya now produce ranges that are representative of official colours, all these ranges are very good, but if you take the dark green from all three companies you will notice a marked difference between them. This leads me, and I assume you, to ask which is right? The answer, they are all correct to the person who decided on the mixes. All I can do is in the following table give you my own personal preferences which I have been able to match to colour chips that are in my possession, again I must point out that this will only help you to produce a model that will be representative of the real thing.

In this chart I have given the colours by name, my preference in the FS range and the equivalent paint numbers in the more popular ranges of paint that are produced.

By using this chart I am sure you will find that you can produce a model of a Ki-84 that looks the part, this chart can also be used to help you to paint other Army fighters of the same period. Note: The 'F' in the AeroMaster column means Floquil.

To conclude this feature I would just like to give clarification to some of the terms used. Sentai is the Japanese equivalent of a Group or Regiment and Chutai is a Squadron. The term Kana or Kanji (plural) relates to the Japanese word characters. I would also like to point out that the drawings in this article are for guidance and should not be regarded as scale drawings. Last but not least I would like to thank Mike Silk the proprietor of Modeltoys for allowing me to spend hours looking through his stock of items relating to the Frank and making notes as I went along, also John Kelly for the advice on producing the line drawings

P. Fearis

Useful references

Bunrin Do No.19.
Modelart Japanese Army Fighters.
Illustrated Encyclopedia of Aircraft Vol 12.
Next Emperor's Wings: Building Hasegawa's E7K Alf.

	Federal Standard	Tamiya	Humbrol	Xtracolour	AeroMaster
Dark Green	34098	XF13	116	X351	9092
Medium Green	34151	N/A	151	X117	9093
Red/Brown	20100	XF64	177	X619	9096
Light Blue/Grey	35630	XF14	147	X352	9095
Grey/Green	34414	N/A	162	N/A	N/A
Interior Lacquer	N/A	N/A	11 (85%) +144(15%)	X355	F3236
I.D Yellow	35538	XF3	99	X106	9097

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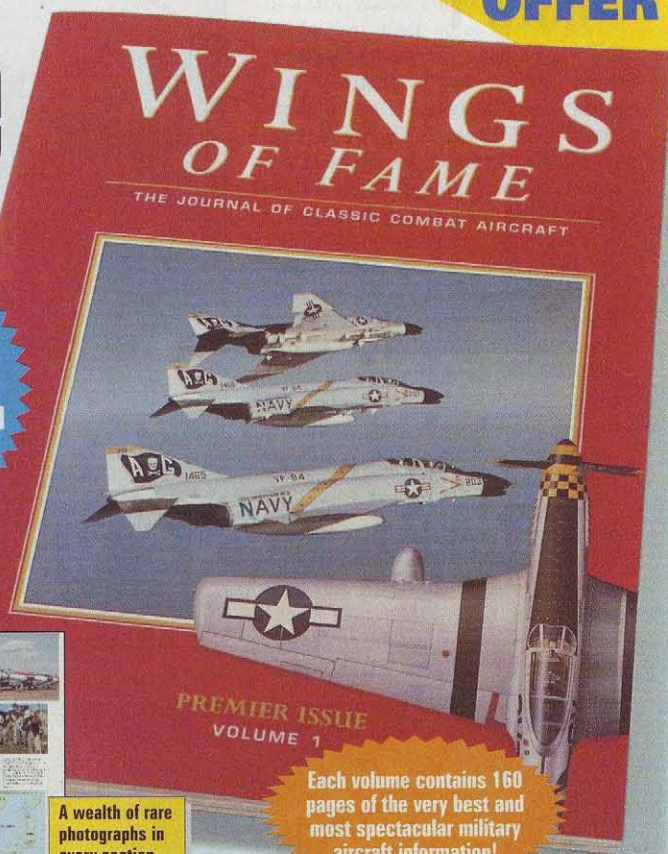
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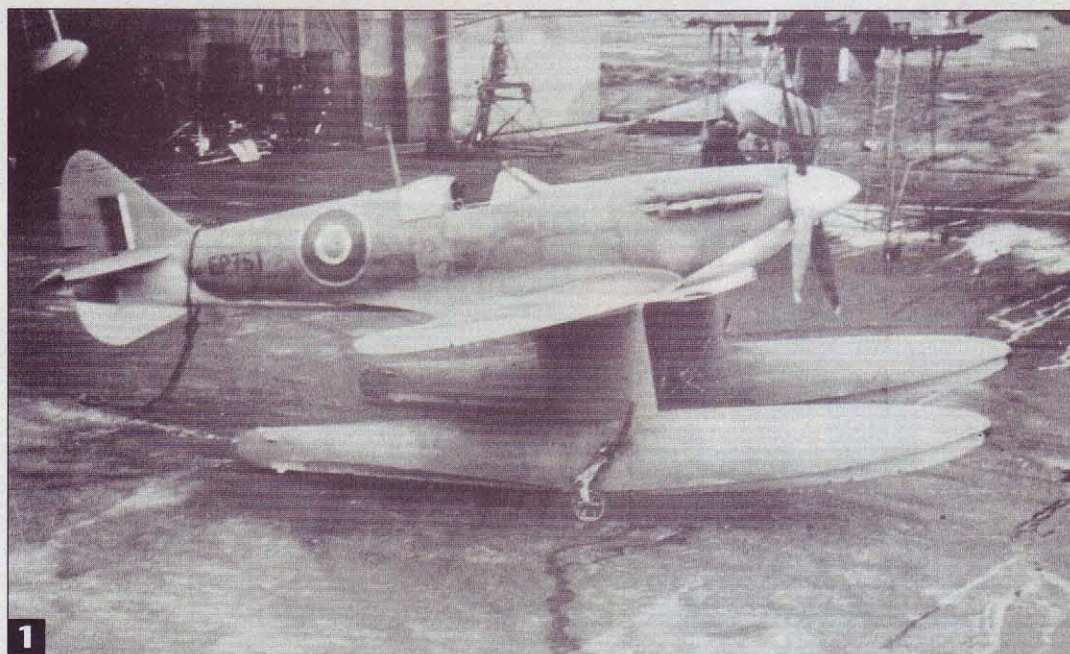
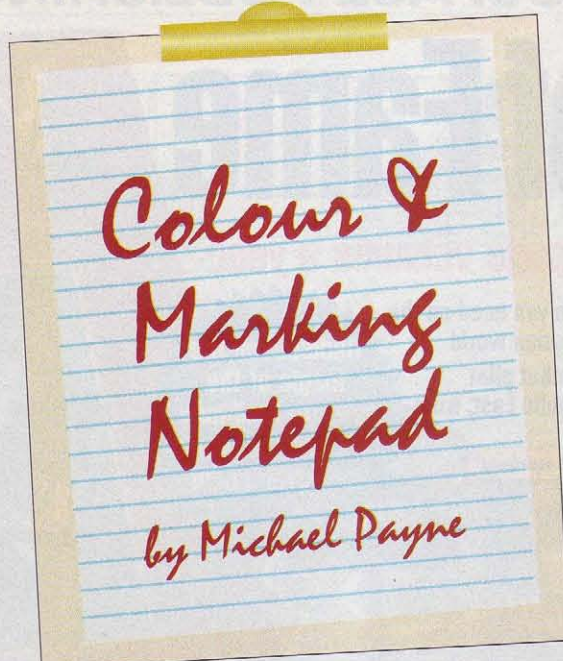
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Photo 1

In 1942 Folland Aircraft at Hamble were given two Spitfire Vb floatplane airframes to assemble and fly, EP751 and EP754. One is told that the radiator was altered to avoid ingesting spray (but how?), and 4-bladed propellers (airscrews in 1942) were fitted to the Merlin 45 engines. For the Observer Corps these aircraft were Experimental Aircraft No. 181. Working from previous experience with W3760, the entire vertical tail surfaces were re-designed, as were the carburettor air intakes; and all normal undercarriage fittings were removed.

Markings appear to be standard for the period and all upper surfaces seem to be in normal camouflage colours, Dark Green and Ocean Grey. However the possibility remains that the colours were Seafire colours, Slate Grey

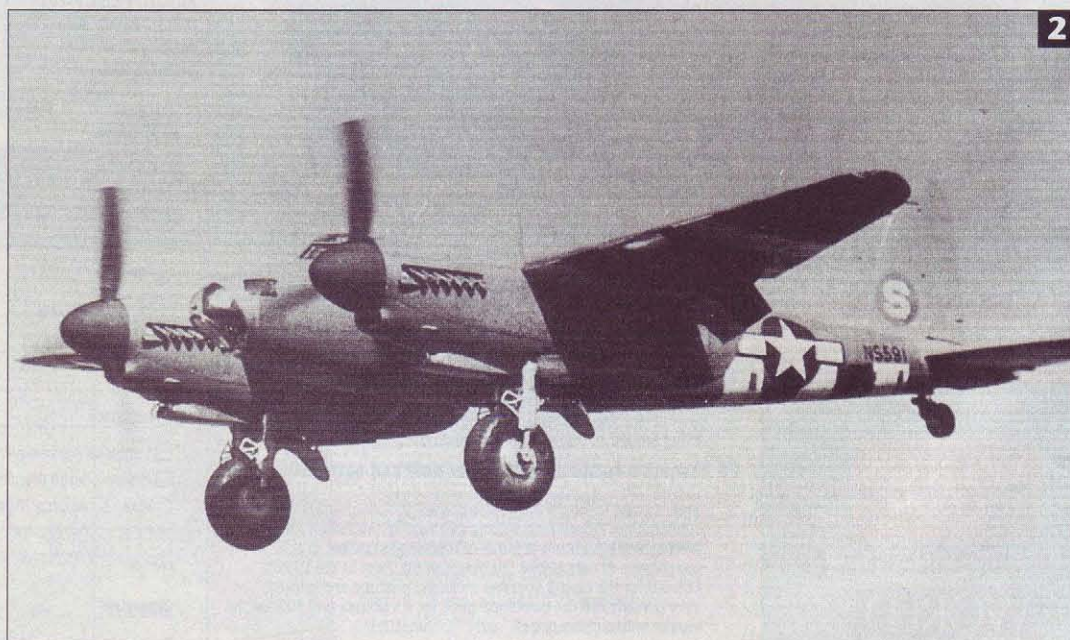


and Dark Sea Grey. These colours extended over floats and struts, but no pattern is discernable.

If one assumes that the standard spinner was coloured Sky, it follows that the undersides were also Sky. Experimental and prototype aircraft usually had yellow undersides, and this may be the case for EP751, though it is unlikely that yellow paint would have been applied to the bottoms of the floats, or that the spinner would have been yellow. A photo which presents a number of questions. (Authors collection)

Photo 2

Mosquito PR XVI from the large batch in the NS- serial range which had been allocated to the USAF Bomber Squadrons during



1944. Finished in PRU Blue, with bright red vertical tail surfaces (not the terracotta roundel red of this period) and the lower surface invasion stripes, this aircraft would make an attractively colourful addition to any model range. On the fin, a circle of PRU Blue carried a white S; the spinners, as in RAF service, were Roundel Blue and the two underwing fuel tanks were matt black since they were attached on one of the black invasion stripes. The American Star-and-Bar fuselage markings were applied further aft than the position of RAF roundels and on the wings they were further outboard - on port wing upper surface and on starboard wing under surface. The undercarriage and wheel centres were dull silver. Since the night fighter's mud flaps were light grey, those on the NS591 were probably painted blue.

Unlike metal skinned aircraft whose paint was often chipped, the Mosquito airframes usually maintained a very good surface finish, though modellers might work on the cowling panels to add realism. (Author's collection)

Photo 3

Sealand during the winter of 1939 when the early production Miles Masters with their unsuitable cockpit covers and early windscreens were in use as advanced trainers. Boscombe Down disapproved of the side opening hoods, so a stronger canopy was designed with a taller windscreen, a sliding hood for the pupil in the front seat and a bungee-loaded rear hood whose top could (with difficulty!) be raised to form a windscreen when

3



the instructor needed to raise his seat to see ahead.

These Master Mk I's were camouflaged in Dark Green and Dark Earth with yellow undersurfaces, the yellow being drawn up the fuselage sides. At this date no RAF aircraft carried fin stripes, but it was more usual for the roundel on the fuselage, probably still in "bright" colours to have a yellow half ring around the top segment. Note that the upper wing roundels were A-1 type. Spinners and prop blades were black. Although the rudder of the nearest Master may seem to have been yellow, I am fairly sure this was a trick of the light since the rudder was slightly turned to starboard. The second aircraft in the line, N7416, was coded "2" in white; a yellow gas detector patch can be discerned above the serial number.

Taking into consideration all the evidence of the markings, this photo was probably taken late in 1939 - a cold, wet winter, so most of these Masters would still be

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carrying their pre-war under wing serial numbers.

Photo 4

Frank Jensen, in 1940 a Sergeant Pilot in No. 601 Sqn, was responsible for this sad Magister,

which crashed near Colyford in East Devon, while the squadron was based at Exeter. The trainer paint scheme had not been updated from the period in 1939 when P6377 had become the squadron hack. Basically the upper surfaces were camouflaged

in Dark Earth and Dark Green, while the under sides and lower fuselage sides were in Trainer Yellow. The roundels had remained as original A types, the only wartime addition being the under size fin stripes on the yellow fin. What is unusual about this aircraft is that not only had the upper wing tips retained their yellow areas (as was customary in early 1939), but the elevators also had not been camouflaged, a feature I have not seen elsewhere.

In view of the muddy state of Exeter airfield from the contractors' efforts it seems likely that this Magister was flying without wheel spats. At this period of hectic activity, most squadrons found more important duties to fulfil, without repainting hack aircraft. (Frank Jensen)

Photo 5

Hart Trainer K5894 was built by Vickers as a trainer with a Kestrel X. It is believed to have served at South Cerney near Cirencester in the colours seen here. The upper surfaces were Dark Earth and Dark Green, with six feet of each wing tip in yellow, and having standard A type roundels. Undercarriage legs, wheel centres and the spinner tip were all yellow. Some trainers carried camouflage on the upper part of the fin and rudder, and the serial number was painted here in white.

The lower engine cowlings as far aft as the lower wings remained in polished aluminium, and the Harts had discoloured exhaust pipes, while Hind Trainers had short extractors. The propeller was a Watts, polished wood and the code letter "F" was black. An aircraft in similar finish was seen at Exeter, coded "X" in early 1939. (Author's collection)

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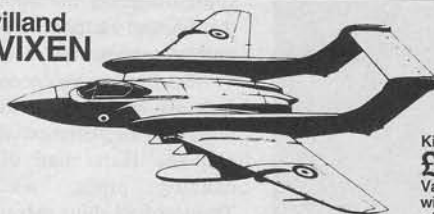
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KEY	
C	= Cover (e.g. C4 = April cover)
cp	= Colour Photograph
csv	= Colour Side View
ctv	= Colour Top View
eb	= Etched Brass
i	= Injection Moulded
li	= Loose Insert
p	= Photograph
plan	= Scale Plans
pv	= Plan View
r	= Resin
rv	= Rear View
sv	= Side View
v	= Vacuform
wm	= White metal
SMA	= Scale Model Accessories

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KEY		
C	=	Cover (e.g. C4 = April cover)
cp	=	Colour Photograph
csv	=	Colour Side View
ctv	=	Colour Top View
eb	=	Etched Brass
i	=	Injection Moulded
li	=	Loose Insert
p	=	Photograph
plan	=	Scale Plans
pv	=	Plan View
r	=	Resin
rv	=	Rear View
sv	=	Side View
v	=	Vacuumform
wm	=	White metal
SMA	=	Scale Model Accessories

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esv	= Colour Side View
ctv	= Colour Top View
eb	= Etched Brass
i	= Injection Moulded
li	= Loose Insert
p	= Photograph
plan	= Scale Plans
pv	= Plan View
r	= Resin
rv	= Rear View
sv	= Side View
v	= Vacuform
wm	= White metal
SMA	= Scale Model Accessories

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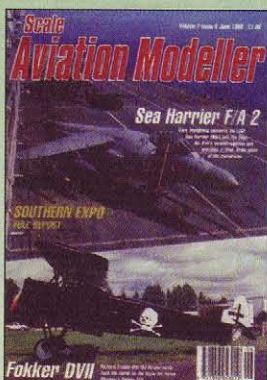
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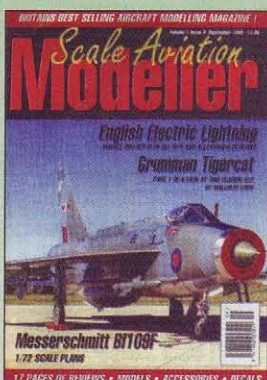
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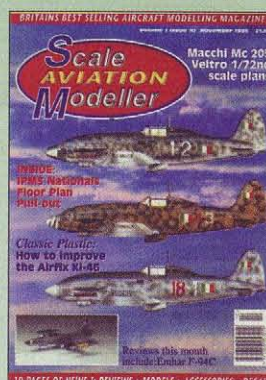
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• **JAPANESE KIT** of the Bell 47G (1:20th scale?) came with a brass boom. Also Bell 47G, any manufacturer, consider built. Please contact Tisch on 01582 484889 or write to 2, Lindsey road Luton, Beds. LU2 9SR

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• **MONOGRAM CLOSE-UP NO 7;** Bf109G and No 9; Fw190F. Also USA Airfoil magazine No 1, Winter 83 and No 2, Spring 84. Top prices paid. Contact Mr D.Hacking, 9 Rutland House, Granby Hill, Clifton, Bristol. BS8 4LT Tel 0117 9273908.

• **ANY INFORMATION** on lockheed P-38's, especially the P-38M nightfighter. books, photo's, videos, whatever! Also hunting for a copy of Air International, August 1978. Phone Kevin on 01273 205339 evenings only (Brighton).

• **PEGASUS GAMECOCK** and Snipe, also Merlin Woodcock. Good prices paid for unmade kits. Write to Mr D.King, 17 Hazel Avenue, Bellfields, Guildford. GU1 1NJ

• **PLASTIC KIT MODELLING** Magazine, Fine Scale Modeller and Scale Model International. Contact Mr G.Davies on 0161 498 8032 or write to him at 63, Austell Road, Manchester. M22 0NG

• **MONOGRAM 1:48TH TEXAS,** Airfix Classic Aircraft Book; Mosquito and Air Britain; Typhoon File. Affordable offers please to Melvyn Jones, 36 Harlington road, West feltham, Middx. TW14 0JB. Tel 0181 7512315

• **REPLIC; OCTOBER 1994,** Koku-Fan; June 1990, Flug-Revue; August 1974 and May 963. Also anything about the Ju188/388 series. Please write to Mr S.J.Mitchell, 30 Elm Friars Walk, Camden, London. NW1 9YP

• **MODELDECALS SETS** No 40 & 41. Needed to complete several projects. Contact Mr G.Penman, 51 Balfour Crescent, Larbert, Stirlingshire FK5 4BB.

• **JET & PROP (1/1991),** Modell-Fan (May 1980), "Luftwaffe in WW2", Part 3 (Feist & Francillon), Archive No 2 (Gruppe 66). Please write to Mr S.Mitchell, 30 Elm Friars Walk, Camden, London. NW1 9YP.

• **CONTRAIL MANCHESTER** and York. Part built considered. Also Superscale sheet number 72-487. Contact Mr J.W.Rose, 116 Chaney Road, Wivenhow, Essex. CO7 9RR

• **KOKU-FAN ILLUSTRATED** Publications numbers 1, 24, 38, 40, 50, 53 & 79. Contact Mr P Starkings, High Lawn, High Close, Rawdon, Leeds. LS19 6HF Tel: 0113 2502702

• **UNMADE AMT 1/72ND** Junkers Ju88G Nightfighter, one or more. Contact Tim Fennell, 106, Essex Road, Romford, Essex. RM7 8AX

• **PLANS FOR NOVO 1/72ND** Lynx Helicopter; Airfix 1/72 DH Heron. Also cockpit canopy for Airfix A4D-1 Skyhawk. Please contact Vince on 01978 855479 or write to 9, Orchard Court, Gresford, Nr Wrexham, Clwyd, N.Wales. LL12 8EB

• **GOOD CLEAN COPY** of "Jet Planes of the Third Reich" by J.R.Smith & E.J.Creek. Your price paid. Contact Mr H.Hares 69, Parton Rd, Churchdown, Gloucester. GL3 2AQ.

FORTHCOMING EVENTS

• **THE LORDSWOOD** Model Club and Revell (GB) are organising their third Junior Modelling Competition on February 3rd, 1996 at the Lordwood Public Library, Kestrel Road, Lordswood, Chatham, Kent. NO ENTRY FEE. More details from Mr D.Jadoul on 01634 841504 after 6pm

• **EAST MIDLANDS** Scale Model Show 96. To be held on the 17th March 1996 at the Hinkley Leisure Centre, Hinkley, Leics. Open from 10am to 4pm. For more details contact Gordon Upton on 01455 230952 (shop hours) or 01455 848772 (evenings).

• **NORTHERN MODEL EXPO** 1996. One of the largest model shows in the North of England will be staged at the Museum of Army Transport, Beverley, N.Humberside on the weekend of the 23/24th March 1996. Show will feature "open" style competitions and an extensive number of club and trade stands. All interested traders should contact the museum directly on 01482 860445.

All competition and club enquiries should be made to Richard Alsop at 54, Howdale Road, Chestnut Farm, Hull, N.Humberside. HU8 9JZ. Tel 01482 711300 (eve) or 01482 592173 (day).

• **SUTTON COLDFIELD** Model Makers' Society present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact; Mr R.Day (Hon Sec) "Ashgrove", Didgley Lane, Fillongley, Coventry. CV7 8DQ

• **MAKE A DATE FOR YOUR DIARY!** The IPMS Nationals will be held at Donnington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

CLUBS & SOCIETIES

• **YORK PLASTIC** Model Society meets the third Friday of each month at Osbalwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information

• **TAYSIDE MODELLING** Society. Meet Friday evenings monthly. Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's)

• **LORDSWOOD (JUNIOR)** Model Club is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MODELEXE** - East devon Model Club now meets the last wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD

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Modelling Bookshelf

New from Aero Detail

Not really a review sample as this is one of a series of Japanese text books which I cannot resist, but one which I thought I should bring to the attention of any modellers out there who have not discovered them yet.

Printed under the AERO DETAIL series are a group of reference guides on mainly WWII aircraft. The titles are offered as a section by section photographic coverage of preserved examples of the aircraft, then a selection of details about colour and markings plus numerous detailed B&W line drawings and finally a good selection of vintage pictures and a good selection of scale plans. The most recent title in the series is very opportune as it covers the Macchi C.200/202/205 series. Each title is softback and measures 10" x 10". The contents cover one hundred and twenty pages in this example but the sting in the tail is the UK price. Each of the titles in the series will set you back at least £20.00+ This latest example costs £22.95 but as far as I am concerned it is money well spent ("Her Beyond" would not agree though!). All of the modern photographs are in full colour and they will usually cover at least two examples of the type which are preserved around the world, that is if there are two of them. The detailed line drawings are superb and they cover all aspects of the interior and structure of the aircraft. The B&W photo's hold a lot of information on colour and markings and the final section usually consists of numerous 1/48th scale plans for all the variants.

If you want a copy they can be obtained from Midland Counties Publication. Give them a ring on 01455 233747 for availability and price. The other types covered so far in the series include the Bf109E, Fw190D, F-15J/DJ, F-4, Bf109G, Fw190A/F, Zero, Spitfire I-V, Me262A, Me163 & He162, Ju87, Hurricane, P-51D and P-47. Due before long should be the Ju88 and B-17.

Latest from Modelpres

Continuing their impressive range of softback books is this latest edition on the Grumman Wildcat. Considering the recent issues of kits of this aircraft types by quite a few manufacturers the book is well timed. The thirty-one page book has a full colour laminated cover which contains various colour side views of Wildcats on the inside. The bulk of the text is in Czech but it does contain notes on all the various differences in the marks of the Wildcat within the text in English. It is a wealth of information as far as visual sources go. The numerous B&W photographs and



various diagrams will help you understand all the detail of the real aircraft. There are also two pages of full colour diagrams of the cockpit interior which will help the modeller greatly. The centre spread of the book includes a full set of 1/72nd scale plans with F4F-4, F4F-3, FM-1 and FM-2 variants illustrated. There are a good selection of colour detail shots around the flying example operated by The

Fighter Collection and these will once again help the modeller detailing his kit.

This is an excellent title and one I can recommend to all. The text may be Czech but the pictures and illustrations are multi-lingual! For just £5.00 plus £0.50p P&P this book represents good value. If you would like a copy write to Czech-Six Publications.

My thanks to Czech-Six for the review sample.

New from Squadron

We are all used to the "In Action" series of books from Squadron Publications however recently the company has branched out a bit and produced some excellent A4 sized soft back books on various aviation titles. The most recent edition is titled "P-51 Mustang" and it is written by Larry Davis. The title has excellent colour artwork throughout by



Don Greer and the cover shot depicts Major Preddy's "Cripes" A "Mighty 3rd". Inside there are 64 pages of both black & white and colour photographic coverage of the P-51 in all its variants. There are lots of good quality B&W photo's and many of these are of RAF operated aircraft. There are a few good shots of the "dazzle" camouflage scheme tested on the early P-51 and the ground-to-air shot shows you all the underside so I am looking forward to seeing a model rendition of this on the club stands next year! The title really is a massive collection of photo's of the P-51 and the numerous detail pictures will be of great use to modellers whilst the colour and markings shown may inspire a few of you to apply a scheme which is a little different to your next model. There are five pages of colour photographs interspersed throughout the book and these are backed up with four pages of full colour side views of various P-51's from the skilled hands of Don Greer.

The UK price for this title is £9.99 and it is certainly a mine of information if the P-51 is your type of aircraft.

My thanks to Squadron Publications for the review sample. If you wish to obtain a copy they may be obtained from certain specialist model and book shops or alternatively you can contact the UK distributor Pocketbond at the following address;

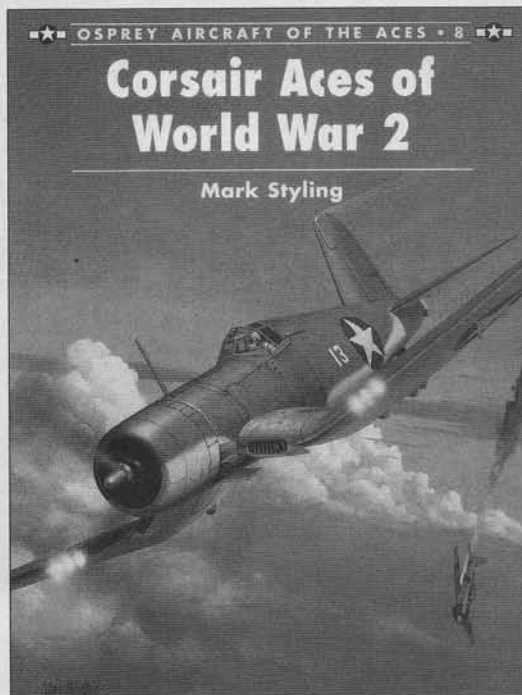
P.O Box 80, Welwyn,
Herts. AL6 0ND
Tel 01438 79593
Fax 01438 79616

The 9th A.F in Colour

Following on from the previous 8th A.F in Colour title Roger A. Freeman has now completed the compilation of this latest addition to the series. The title is sub-divided into sections and each deals with all the different groups within the 9th Air Force. The groups covered are as follows;

- 10th Photographic (Rece)
- 31st Transport
- 36/48/50th Fighter
- 61st Troop Carrier
- 67th Tactical Reconnaissance
- 313/14/15/16th Troop Carrier
- 322/23/44th Bombardment
- 354/58/62nd Fighter
- 363rd Fighter Group & Tactical Reconnaissance
- 366/67/68/70/71/73rd Fighter
- 386/87/91/94/97th Bombardment
- 404/5/6th Fighter
- 409/10/16th Bombardment
- 434/35/36/37/38/39/40/41/42nd Troop Carrier
- 474th Fighter
- 422nd & 425th Night Fighter

Each covers a mass of aircraft types



although the great majority seem to be P-51's and P-47's for the fighters with B-26's for the bombers. There are exceptions such as the use of the A-26 and A-20, the P-61 Black Widow and the 404th Fighter Group with their all red Fw190!

This really is an excellent title and one which both modeller and aviation enthusiast can enjoy. The quality of the pictures is amazing and some look as if they were only taken recently. The mass of pictures of aces and their aircraft plus all the nose art on the fighters and bombers make it a real

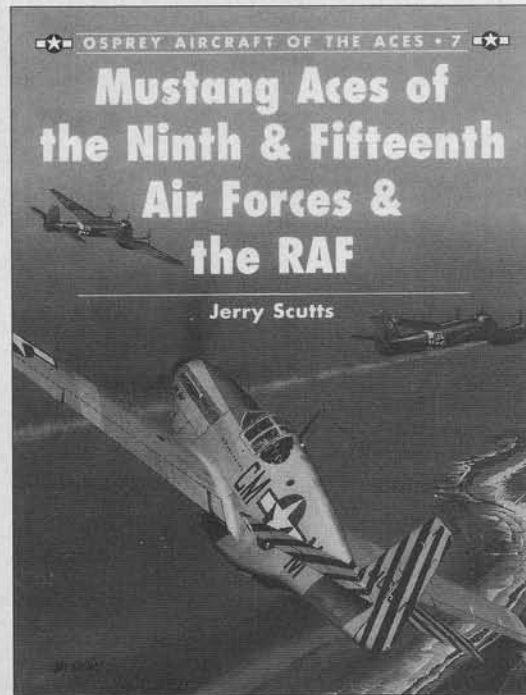
must for all USAAF aircraft fans.

The UK price for this title is about £25.00 and it can be obtained in all good book shops.

My thanks to Arms & Armour Press for the review sample

Latest in Series 'Aircraft of the Aces'

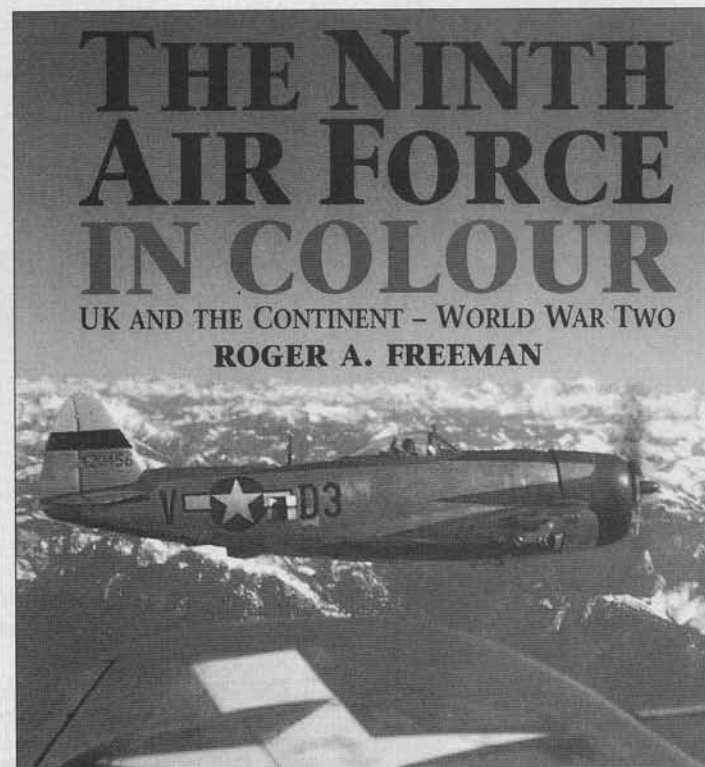
The latest two titles in this popular series have just reached us. Both of them are for American aircraft types, the P-51 and the Corsair. The first is titled "Mustang Aces of the Ninth & Fifteenth



Air Forces & the RAF" and it is written by Jerry Scutts. The book is sub-divided into various areas. These consist of Tactical Recon, Army Mustangs over Europe, RAF Mustangs in North Africa and Italy, American "Stuka", The Fighting "Red Tails" and The 354th FG. Each section goes into some depth and the photographs are very useful to modellers. The mid-section of the book consists of sixteen pages of colour side views and this is followed by two pages of colour drawings of various famous aces in their full flying kit. The remainder of the book continues along the narrative line and the last section consists of two pages of 1/72nd scale plans which contain the A-36A, the Mk1 and Mk1A, the P-51B-15-NA with Malcolm Hood, the P-51C-10-NT and the F-6D.

The other title is 'Corsair Aces of World War 2' and this is written by Mark Styling. The title is larger than the P-51 book at ninety-three pages, but it does follow the same sort of structure. The sub-headings are Guadalcanal Debut, More F4U arrive, Torokina and Munda, The "Black Sheep" Squadron, US Navy Corsairs, Success in the south west, British Corsairs and The Central Pacific. The colour plates in this copy cover sixteen pages and these are then followed by two pages of Corsair aces in their flying kit. The last couple of pages are once again sets of 1/72nd scale plans and they consist of the F4U-1, F4U-1A, F4U-1C, F4U-1D and F4U-4.

Both of these titles will cost £10.99 each and they should be available by the time you read this. Both titles are highly recommended and my thanks goes to Osprey Publishing for the review samples.



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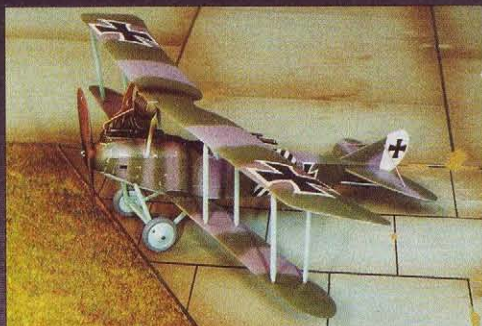
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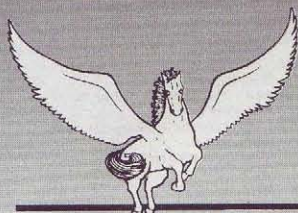
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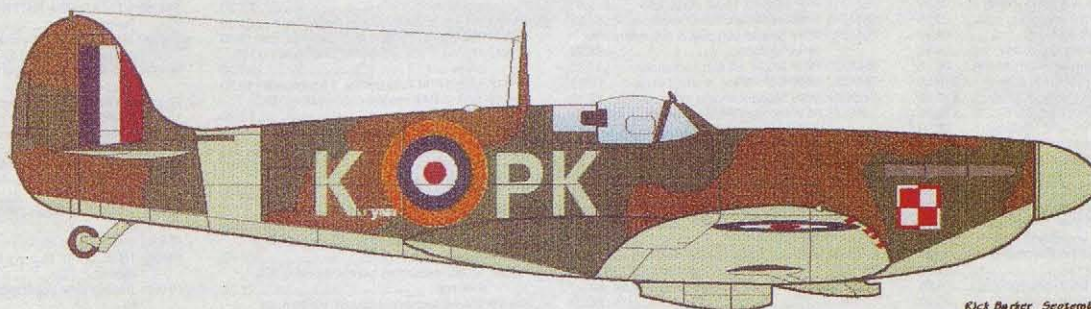
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